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## American Railroad Journal.

New York, Saturday, March 9, 1867.

### Baltimore and Ohio Railroad.

We have received a copy of the Report of this company for the fiscal year ending September 30, 1864, which was presented at the annual meeting of the company held in Baltimore on the 13th of November, 1866. The protracted difficulties connected with the war, and the great delays in the adjustment of accounts with the Government, has prevented the directors from preparing and submitting the Report at an earlier date. The report embraces the statements of the Treasurer, and of the Masters of Transportation, Road and Machinery. These contain much matter of interest, and will be more particularly alluded to in a subsequent number.

At various periods during the year under review, sections of the main stem were repeatedly occupied by the Confederate forces, and numerous raids continued to be made upon the line. Frequent conflicts, and a number of great and decisive battles took place upon and in the vicinity of the road. Property of the company of great magnitude and value, as during the preceding years of the war, were destroyed at numerous points. Among which may be mentioned the fine iron bridge at Monocacy three spans, much dam-

aged by iron shot. Mead's stone arch bridge was blown up. Three trestle spans of the Harper's Ferry bridge were destroyed by Government forces. The canal span, all the woodwork connected with the iron spans of the main bridge, and the timber track and platforms upon 16 spans of the trestling upon the iron columns in Harper's Ferry were destroyed by Confederate forces. Much damage to this bridge was also caused by the severe freshets of April and May, in that year. The following trestle bridges were burned: Opequon, Tuscarora, Rattling, Pillar (9 spans) Back Creek (partially destroyed a second time,) South Branch, (east span do,) North Branch, (12 trestles,) Patterson's Creek (2 spans twice burned,) Warrior's Run. Between Harper's Ferry and Cumberland 29 open culverts were burned. The destruction of track and sidings at different points, embraced upwards of 16 miles, together with water stations, engine houses, machine and paint shops, passenger and telegraph offices, platforms, etc.

The raid on Piedmont and Bloomington on the 5th of May, 1864, was followed by great loss to the company. The mail train bound east, consisting of engine, tender, 1 baggage, 1 mail and 4 passenger cars was captured and burned. Two freight trains, consisting of 2 engines and 18 loaded cars were destroyed near the arch bridge at Bloomington; 22 cars were also burned at Piedmont. An iron clad car, a house car loaded with hay, and one gondola car were destroyed. The hand and truck cars were used by the Government forces after the battle of the 9th of July at Monocacy. Much of this equipment was thus destroyed. On the 12th of July, at Beltsville, on the Washington Branch, a train consisting of 5 passenger, and 3 freight cars were captured and burned; 2 gondola and 11 ballast cars were also destroyed. The repeated destruction of the telegraph line between Monocacy and Piedmont, during the year, was equivalent in the reconstruction required, to a continuous line of 125 miles.

Upon each occasion of invasion and destruction, the arrangements of the company were so perfected, that at the earliest moment at which the Government troops were prepared to re-occupy the line, reconstruction was rapidly effected. In every instance large organized forces, with full

supplies of the material required, had been held in readiness, and were promptly forwarded from the east and the west to the requisite points, the extensive damage repaired, and the important military and other work of the road resumed without delay. The Report of the Master of Road is especially interesting, as it embraces full particulars of the destruction, and of the operations of that department in connection with the restoration of the track and works of the company.

Notwithstanding the varied embarrassments affecting its operations, the company was enabled to work the entire route from Baltimore to the Ohio River for three-fourths of the year, and chiefly by this comparative advantage over the preceding year, succeeded in securing the improved financial results as shown in the annexed summary of its operations.

The gross earnings of the main-line were \$3,577,692 25—exceeding those of the preceding year \$2,067,747 19, and those of the fiscal year 1862, \$4,095,833 27.

The expenses of working and keeping the road and machinery in repair amounted to \$3,270,509 05—being 38.12 per cent. upon the earnings; showing an increase of 7.93 per cent. compared with the previous year, and of 6.28 per cent. compared with the fiscal year of 1862. The working expenses, as compared with 1863, shows an increase of \$1,304,661 64—making the increase of net profits \$768,085 55. As compared with 1862, the working expenses have increased \$1,843,303 22, with an increase of net profits amounting to \$2,252,530 05.

During the fiscal year the sinking fund for the redemption of the city loan increased to \$899,864 24—showing a gain of \$39,899.

Additional advances to the Northwest Virginia Railroad Company, after crediting all earnings received, viz: for payment of interest and for expenditures in improving the condition of the road, amounted to \$143,972 29, exclusive of the payment of \$1,200,000, to the city of Baltimore, and of \$13,000 for bonds of that company, having liens upon its property in Parkersburg.

A dividend of six per cent. was paid on the 26th of October, 1863, and one of four per cent. on the 26th of April, 1864.

The liabilities of the company, were reduced

during the year as follows: Loan redeemable in 1867, \$44,808 28; in 1875, \$60,250; in 1880, \$47,500; and in 1885, \$539,500—making a total reduction in the fiscal year 1863-'64, of \$692,058 28.

The balance of cash in the Treasury, Sept. 30, 1864, after deducting \$161,250 for payment of interest on the city loan, and on the bonds of the company which matured October 1, 1864, was \$268,023 30.

The earnings of the Washington Branch for the year were \$864,480 79—showing an increase of \$161,357 20 compared with the previous year, and of \$86,064 12 compared with 1862. The expenditures charged amounted to \$606,018 40, which deducted from the revenue, produced the net sum of \$258,462 39—showing a decreased gain compared with the preceding year of \$171,427 88; and of \$366,126 53 compared with 1862. The expenditures charged are for the construction of second track, and other improvements, and for repairs of depots, bridges, water stations and railway, and for pumping water—a system having been adopted by which the earnings are equitably divided, upon a basis requiring all the expenses connected with transportation, the repair and use of machinery, and of the shops and stations of the company in Baltimore, to be paid by the main stem—the expenses of the road department alone being charged to the branch.

At the close of the preceding year the work upon the double track between the Relay House and Washington had been commenced; and during the month of February following, the second track between Washington and Annapolis Junctions, was completed and placed in use. A portion of the work between the latter point and Washington was also accomplished prior to the close of the year.

A dividend of five per cent. was paid Oct. 16, 1863, and one of five per cent., April 16, 1864.

The earnings of the Northwestern Virginia Railroad for the fiscal year amounted to \$696,702 99; and the working expenses to \$569,667 83—leaving the net earnings \$127,035 16. The earnings were \$250,482 13 more than for the previous year, while the expenses increased \$165,572 76—an increased comparative net result of \$84,909 37. The ratio of working expenses to earnings was 81.76; in 1863, it was 90.55; and in 1862, 73.25.

The aggregate earnings of the Main Stem, Washington Branch and Northwestern Virginia Railroads, were \$10,138,876 03; and the expenses, \$4,446,195 28—leaving as net earnings \$5,692,680 75; showing an aggregate net increase over the preceding year of \$676,567 04.

During the year 219,122 new cross ties, and 9,123 tons of new rails were placed in the track of the Main Stem, equal to 97 miles of new track. Upwards of 2,873 tons of new rails, and 50,972 new cross ties were used in the track of the Washington Branch, and 987 tons new rails, and 80,478 cross ties on the Parkersburg Branch.

The company have 221 locomotives. The number of miles run during the year was: On the Main Stem, 3,493,376; on the Washington Branch, 435,144; on the N. W. Va. R. R., 416,837—total, 4,345,357, an increase over the previous year of 615,099 miles.

The liabilities of the company on the 30th of September, 1864, were: capital stock, \$13,151,962; preferred stock, \$3,000,000; bonds, \$4,420,530 50;

City loan, \$5,000,000; open accounts, \$422,136 14; unclaimed dues, \$33,355 29; Washington Branch, \$567,477 35; profit and loss, \$13,087,651 31—total of balance sheet, \$39,683,112 59. The assets were: Cost of road, second track, real estate and rolling stock, \$24,993,206 22; stock and bonds, \$4,348,103 36; N. W. Va. R. R., \$4,054,515 25; sinking funds, \$1,647,055 90; materials, \$462,161 76; bills receivable, outstanding dues, uncollected revenue, etc., \$3,910,046 80; balance in the Treasury, \$268,023 30—total, as above, \$39,683,112 59.

The capital stock of the Washington Branch is \$1,650,000, which represents the cost of road and equipment.

The Atlantic and Pacific Railroad Company are about closing a contract with Messrs. Dodge & Co., who built the Marietta road, to build fifty miles extension of the Southwestern branch beyond Rolla.

#### Cleveland and Pittsburg Railroad.

The earnings of this road for the years ending November 30, 1865 and 1866, were as follows:

	1865.	1866.
From freight .....	\$1,569,584 06	\$1,498,631 56
" passengers.....	1,029,065 60	788,922 77
" miscellaneous.....	97,727 86	64,351 50
	\$2,696,377 52	\$2,351,905 83

#### Expenses, viz:

Motive power & cars .....	\$758,368 98	\$627,880 08
Maintenance of way and structures.....	551,416 19	494,567 48
Transportation & general expenses.....	649,798 39	574,731 96

	\$1,959,583 56	\$1,697,179 47
Earnings less expenses.....	\$736,793 96	\$654,726 36

To which add receipts from Pittsburg, Ft. Wayne and Chicago Railway Co., being this company's share of surplus earnings .....

Balance .....	\$910,792 09
---------------	--------------

From which there has been paid—

Mortgage interest .....	\$257,681 50
Interest on notes, etc.....	5,790 54
Lease of P., Ft. W. & C. track .....	85,000 00
	348,472 04

Leaving, as balance of the year's business.....\$562,320 05—  
which sum has been mainly appropriated to the payment of the following items:

New equipment .....	\$124,611 63
Union depot, Cleveland .....	44,770 82
Other new structures and improvements.....	49,171 10
Settlement of Allegheny County claim .....	50,137 38
Notes for three Pony Engines.....	39,058 89
Notes for Penn street property.....	30,000 00
Other indebtedness liquidated.....	8,485 48

Dividend of June 10th, 1866, and Government tax on same.....	\$227,003 15
Less amount taken from assets of the Treasurer at close of last fiscal year .....	100,000 00
	127,003 15

Total .....	\$473,238 45
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It may be proper after this showing, to explain to the stockholders, especially to those not familiar with the history of this company, the reasons why it has not seemed to the Directors practicable to resume the payments of regular dividends at the present time. The principal reason is the great increase of the company's business, for the proper

performance of which large outlays have been made necessary. Nine years ago the company failed, and after struggling with many embarrassments, was finally, in the year 1860, placed in the hands of a receiver, by the order of the United States Court. In this condition it struggled on, liquidating and compromising its liabilities, but without means to increase its facilities for business. Three and one half years ago the road was again put into the hands of the stockholders, with some old claims still hanging over the company, amounting in the aggregate to a large sum, and with a railway and equipment which had been strained to its utmost in the attempt to perform the business which was offering.

When it is considered that since June, 1863, the business of the company has nearly doubled, some idea may be formed of the outlay which this great increase of traffic has made necessary.

During this period there have been bought,

20 new engines.....	\$414,600 66
7 passenger and 2 baggage cars.....	40,479 96
571 freight and coal cars.....	399,782 61

New iron rail has been purchased for extension of side tracks, and as a reserve for purposes of re-rolling..

	371,037 13
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New structures have been erected and improvements made as follows:

Union depot, Cleveland.....	\$128,779 59
Round house, machine shop and tenement houses at Wellsville.....	133,124 86
New buildings and improvements at Cleveland .....	19,085 64
Bedford Bridge.....	71,244 30
Allegheny Bridge extension .....	26,659 29
Machinery for repair shops.....	37,481 51

Over fifty acres of land have been purchased at Cleveland, indispensable for the vastly increasing traffic in coal and iron ore. Grounds in Pittsburg have also been purchased and great improvements made, for the accommodation of the freight department at that point, at an aggregate expenditure of.....

	\$171,829 36
--	--------------

Old indebtedness has been paid amounting to.....

	334,014 44
In addition to all of which dividends as follows have been paid to the stockholders:	
October, 1863 .....	\$155,044 00
April, 1864 .....	159,253 00
October, 1864 .....	161,355 00
February, 1865 .....	212,729 25
January, 1866 .....	215,653 00

904,034 25  
The grand total of all of which items is \$3,052,153 60, of which \$300,000 was furnished by sale of capital stock. The balance, \$2,252,153 60, being applied from the earnings of the company.

The Directors are convinced that had the stockholders been satisfied to wait a little longer for dividends, the business of the road would have been more speedily developed, and the company would have sooner reached a position to make them regular returns upon their investment.

The road is now in first class condition as a business line, and is well equipped for the present traffic. The grounds recently purchased at Cleveland need very considerable outlays to bring them into a condition to be of the greatest use, and it is imperative if the competition of rival interests with which the business of another year must contend, is to be properly met, that these improvements be entered upon at once and vigorously pushed to completion.

The income of the company from all sources during the year has been as follows:

Gross earnings, as above.....	\$2,351,905 83
Received from Pittsburg, Ft. Wayne and Chicago Railway Co.....	256,065 73
Issues of capital stock and scrip...	845 40
Received from miscellaneous sources .....	3,869 21
Due on bills and pay rolls.....	154,996 52
Assets at close of 1865, as per last report .....	354,144 73

\$3,121,327 42



## Disbursed as follows:

Operating expenses, as above.....	\$1,697,179 47
Mortgage interest.....	257,681 50
Interest on notes and accounts ....	5,790 54
Lease of P., Ft. W. and C. R'y track	85,000 00
Dividend of Jan., 1866.....	215,653 00
Government tax on same.....	11,350 15
Bills payable.....	69,091 86
Stock scrip retired.....	302 92
Dividend bonds and scrip retired ..	3,410 25
River line bonds and certificates....	4,194 80
4th mortgage scrip.....	577 51
Allegheny County scrip.....	50,137 88
Expenditures on account of construction and equipment.....	124,611 63
Expenditures on account of new structures and improvements....	96,979 66
Balance in hands of	
Treasurer.....	\$205,579 53
Lawrence Railroad and	
Transp. Co. stock.....	10,000 00
Bills receivable.....	12,230 67
Materials at shop.....	134,069 60
Bal. of personal acc'ts	137,486 95
	499,366 75
	\$3,121,327 42

The company have 68 locomotives, 31 first class, and 5 second class passenger cars, 14 baggage, 9 express, 18 way, 1 paymasters, 318 box, 21 flat, 732 gondola, 17 platform, 16 wood, 43 gravel, 3 wrecking, 37 hand, 32 ditching and 7 truck cars. Miles run by passenger trains, 390,350; by freight trains, 728,910; by wood and gravel trains, 297,801; by mixed trains on Tuscarawas Branch, 23,620—total, 1,440,681, an increase over 1865, of 10,940 miles. Tons of freight carried one mile, 70,918,104, an increase over 1865, of 9,227,804 tons. Total number of cars hauled one mile, 11,763,958, an increase over 1865 of 1,938,688 miles.

## CONDENSED BALANCE SHEET.

	1865.	1866.
Construction.....	\$9,201,464 40	\$8,947,354 05
Machinery and tools.....	69,984 66	69,929 94
Personal property....	31,799 97	32,697 78
Telegraph line.....	16,913 72	16,913 72
Shop materials.....	131,329 39	134,069 60
Lawrence R. R. and		
Transp. stock ....	10,000 00	10,000 00
Bills receivable.....	12,230 67	12,230 67
Bal. personal acc'ts.	23,755 45	137,486 95
Cash.....	176,829 22	205,579 53
	\$9,674,307 48	\$9,566,262 24
Capital stock.....	\$5,403,910 74	\$5,403,953 22
2d mortgage bonds..	1,129,000 00	1,129,000 00
3d " " " " " "	1,619,500 00	1,619,500 00
4th " " " " " "	1,108,123 55	1,107,546 04
River line....	4,000 00	.....
Dividend....	16,725 00	13,314 75
Income.....	3,500 00	3,500 00
Bills payable.....	83,292 35	14,200 49
Due on bills and pay		
rolls.....	.....	154,996 52
Net earnings.....	806,255 84	120,251 22
	\$9,674,307 48	\$9,566,262 24

President.—J. N. McCULLOUGH.

Directors.—J. N. McCullough, Jas. F. Clark, T. P. Handy, W. W. Holloway, B. F. Jones, J. H. Shoenberger, J. H. Banker, David Dows, C. W. Durant, John Steward, John F. Tracy and Thomas Slocumb.

Superintendent.—J. H. DEVEREUX.

In Kansas the Legislature has adopted a railroad bill limiting passenger fares to five cents per mile, and freight tariffs to sixty cents per one hundred pounds for first class freight for one hundred miles; fifty cents for second class, and forty cents for third class. The bill takes effect on the first of June.

## Albany and Susquehanna Railroad.

Ever since the unfinished line of railroad was projected we have earnestly favored its construction, as an important public improvement, of peculiar interest to the inhabitants of the Southern Tier, and of vast consequence to the locality through which it passes, as an act of justice to that population which has cheerfully paid in taxes its share of the State funds appropriated in railroads and canals in other sections of the State. The interests of this sequestered region were too long ignored, and are yet not fully recognized. The people who reside between Albany and Binghamton have been subjected to much expense to find profitable markets. They sought, and, after years of concentrated effort, secured the passage of a law granting some aid in the construction of the work. Liberal subscriptions were made along the line at the outset. These were increased as the work progressed, and the auxiliary assistance furnished by the State gave a new impetus to the project. Last year a bill to render still further aid was vetoed by the Governor, along with several other measures, which would have materially added to the burden of taxation.

Gov. Fenton, in his veto, admitted the great importance of the railroad, but was compelled to withhold his signature from economical considerations. Not discouraged at the unlooked for result, disheartening as it was, the company pushed forward the work, and renewed the call for aid along the line, already heavily drawn upon.

The railroad is now in running order as far as Sydney, Delaware Co., a distance of 104 miles from Albany, and within 36 miles of Binghamton. The portion to be built involves much expense, from heavy gradings or deep cuttings. The local trade and travel on the finished section has surpassed anticipation, and indicates the financial prosperity of the enterprise when completed. The resources of the company are nearly exhausted.

Hon. J. Van Valkenburgh, of Binghamton, has introduced a bill in the Assembly, pledging \$250,000, from the State, when the road is finished to Binghamton.

We earnestly hope that the Members of the Legislature from the entire Southern Tier will give an effective support to this bill. Should it become a law, the railroad can be completed by midsummer.

We believe that Steuben County has been uniformly in favor of this project during the six or eight years that it has been, with various fortunes seeking Legislative aid. It is proper to say in this connection that the success of the railroad project thus far has been largely owing to the indefatigable, zealous exertions of Hon. J. Ramsey, of Schoharie Co., now the President of the company, who while Senator, and before and since, has been the most influential in securing local and State aid, and securing the recognition of the claim of that secluded region to a share in the fostering care of the State. He has labored with a courage and tenacity that is rare indeed. The Albany and Susquehanna Railroad will be his memorial for all time to come.—*Corning Journal*.

## Ashland Iron Co.

Both branches of the Maryland Legislature have passed a bill incorporating the Ashland Iron Company of Baltimore County, and it is now a law. Messrs. George Small, Edward Patterson, Jr., Samuel Small, Philip A. Small, James C. Clarke and W. Latimer Small are the corporation. The capital stock is set down at \$150,000, in shares of \$250, with the privilege, if it should be necessary, to increase it to \$1,000,000. The company have the right to purchase, hold and dispose of property, real, personal or mixed, fee simple or leasehold; to erect iron works and other necessary buildings in Baltimore County or Baltimore City for the manufacture of iron and coal, and to do whatever else may be necessary for the manu-

facture and working of iron and coal, and for the transportation thereof; to own vessels, cars, wagons and other vehicles, and to do all things generally as may be proper and necessary to procure ore, coal, etc. The corporation is also vested with all necessary powers to lay down and contract, and to use and operate, lateral and tram railways, with double or single tracks, to their works, to and from ore banks or mines, and also to connect with the Northern Central Railroad, or any other railroad passing through Baltimore County, at such points as they may deem most desirable, on such terms as may be agreed upon with said railroad company, but shall have no power to condemn land for that purpose.

## Performance of Locomotives on the Illinois Central Railroad.

We are indebted to Samuel J. Hayes, Esq., Superintendent of Machinery, for a copy of his Annual Statement, showing the performance of locomotive engines on the several divisions of the Illinois Central Railroad during the year ending December 31, 1866. The following is an abstract:

	Chicago division.	South division.	North division.	Total.
Miles of road.....	252.5	230.75	225.0	708.25
Number of engines.....	69	41	41	149
Miles run—				
By passenger trains.....	359,927	209,064	288,310	857,301
By freight trains.....	934,013	500,671	681,738	2,116,422
By other trains.....	268,330	136,148	105,161	609,639
Total miles run.....	1,562,270	935,883	1,075,209	3,603,862
Materials used—				
Lbs. of waste used.....	21,314	14,909	15,995	52,209
Gal. of oil used.....	12,471	9,325	8,543	30,339
Cords of wood used.....	2,539	2,691	1,110	6,341
Tons of coal used.....	46,733	25,611	29,463	101,807
Running expenses—				
Cost of wages.....	\$93,994	\$56,277	\$58,098	\$208,369
Cost of repairs.....	229,422	194,045	143,540	567,007
Cost of stores.....	18,979	14,594	13,230	46,803
Cost of fuel.....	137,165	82,713	83,638	303,516
Cost of cleaning engines.....	20,321	12,443	9,201	41,965
Total cost.....	\$509,881	\$300,072	\$307,754	\$1,177,708
Average per mile run—				
For oil, waste & tal.....	1.19	1.56	1.25	1.30
For repairs.....	15.03	20.73	13.94	16.61
For fuel.....	8.61	8.84	7.77	8.42
For wages.....	5.90	6.01	5.40	5.78
For cleaning.....	1.27	1.33	0.85	1.16
Total.....	32.00	38.47	28.61	32.67
Average miles run—				
To one cord of wood.....	69.29	54.45	42.37	68.66
To one ton of coal.....	32.62	34.05	36.20	34.04
To one pint of oil.....	15.55	11.60	15.69	14.25
Av. number cars per trip.....	13.98	12.47	10.87	12.44

The above oil includes that used in head lights and in lamps of engineers; wood is rated at \$5.80 per cord, and coal at \$2.62 per ton, loaded on tenders; Oil \$1.18 per gallon; waste 20 cents per pound. Rebuilding, superintending, teaming and all other expenditures relating to repairs, are included in the above cost of performance of locomotives. Two empty cars are rated as one loaded. Whole number of engines owned by the company, 149. The average cost per mile is as follows:

	Cents.
For passenger engines.....	32.39
For freight engines.....	32.33
For construction engines.....	23.74
For switching engines.....	26.79
For each car drawn, Chicago division.....	2.29
For each car drawn, South division.....	3.08
For each car drawn, North division.....	2.63
For each car drawn, entire road.....	2.62

Samuel J. Hayes, Superintendent of Machinery; George Holton, M. M., Chicago Division; David Oxley, M. M., South Division; J. B. Edams, M. M., North Division.

The bill granting State aid to the Albany and Susquehanna Railroad Company passed the House on the 2d inst., by a vote of 76 to 25. It had previously passed the Senate.

## Railroads of Massachusetts.

*A tabular Statement of the Railroads of the State, their Capital and Cost, Length, Earnings and Expenses, Dividends, &c., for the year ending 30th November, 1865.*

(Prepared by HON. OLIVER WARNER, Secretary of the Commonwealth.)

Companies.	Share Capital.	Capital Account.	Cost of road and Equipmt.	Length of Road.	Passenger.	Gross Earnings.	Operating and Repairs.	Earnings less Expenses.	Dividends.
		Funded Debt.	Total Capital.	M.		Freight, Mails, etc.	Total.		Amount. Rate.
									p. c.
Agricultural Branch.....	423,388	400,000	852,047	28.97	10,638	6,040	37,925	28,660	3,600 6
Berkshire.....	600,000	29,250	629,250	21.01	72,409	(Operated by Boston and Worcester.)	119,616	42,000	42,000 7
Boston, Hartford and Erie.....	11,877,000	8,201,350	20,126,331	96.22	10,190	43,760	100,445	(loss.)	.....
Notfolk County.....	.....	(Included in B. H. & Erie R. R.)	.....	25.96	51,716	560,651	999,992	276,269	167,467 8
Boston and Lowell*.....	1,890,000	75,297	2,545,297	28.61	408,786	556,069	1,077,927	498,499	434,810 10
Boston and Maine†.....	4,076,974	15,000	4,091,974	84.09	969,342	50,315	1,575,826	385,880	385,880 10
Boston and Providence†.....	3,860,000	441,519	4,301,519	64.00	651,756	490,895	1,190,784	490,201	473,684 10
Boston and Worcester†.....	4,500,000	11,050	732,876	68.63	1,028,696	772,584	1,914,729	68,028	60,000 8½
Cape Cod.....	721,926	125,000	846,926	47.05	144,799	51,047	202,097	5,625	.....
Cape Cod Central.....	186,799	25,848	337,647	18.80	28,392	3,147	33,639	28,014	.....
Cheshire.....	2,085,925	673,200	2,759,125	53.65	195,554	438,132	661,617	109,888	55,263 2½
Connecticut River.....	1,650,000	594	1,900,594	53.35	277,890	311,202	617,142	177,320	136,467 8
Danvers.....	67,500	145,000	245,698	9.21	.....	(Operated by Boston and Maine.)	.....	.....	.....
Dighton and Somerset.....	.....	42,807	131,788	3.26	.....	(Operated by Old Colony and Newport.)	.....	.....	.....
Dorchester and Milton.....	73,340	1,848,400	1,921,740	8.26	1,009,563	346,936	1,422,167	477,714	817,444 8
Eastern.....	3,578,300	.....	4,959,089	94.49	1,009,563	346,936	1,422,167	477,714	817,444 8
Eastern Branch.....	49,662	.....	56,144	3.75	4,877	3,740	235	6,198	3,500 7
Fairhaven Branch.....	.....	.....	49,662	16.11	68,346	81,386	96,756	94,022	.....
Fall River, Warren and Providence.....	150,000	200,000	350,000	5.79	26,528	125	26,553	18,679	7,974
Fitchburg.....	3,540,000	20,492	3,560,492	93.50	445,482	627,642	1,107,444	847,247	260,842 7
Fitchburg and Worcester.....	247,800	.....	270,292	13.99	81,645	41,947	82,373	64,414	16,959 6
Hartford and New Haven.....	3,000,000	927,000	3,927,000	72.80	909,352	630,912	1,591,804	638,483	355,092 12
Horn Pond Branch.....	2,000	.....	15,238	4.66	.....	(Operated by Boston and Lowell.)	.....	.....	.....
Lexington and West Cambridge.....	241,200	37,800	279,000	6.64	33,466	7,405	41,559	7,190	.....
Lowell and Lawrence.....	200,000	75,000	275,000	12.35	.....	(Not in operation in 1865-66.)	.....	18,456	12,000 6
Medway Branch.....	29,000	4,012	33,012	3.60	.....	(Operated by Boston and Lowell.)	.....	.....	.....
Middleboro' and Taunton.....	149,093	.....	149,093	8.54	19,445	24,094	44,139	37,804	6,385
Nashua and Lowell.....	600,000	25,600	625,600	14.57	181,385	251,712	441,304	350,309	90,985 8
New Bedford and Taunton.....	500,000	184,000	684,000	21.59	154,879	6,331	253,107	61,332	45,000 9
Newburyport.....	220,340	140,902	596,142	26.98	.....	(Operated by Boston and Maine.)	.....	.....	.....
New Haven and Northampton.....	1,224,100	650,000	1,874,100	92.75	151,330	162,088	332,570	62,620	56,000 6
New London Northern.....	895,000	122,500	1,017,500	100.00	255,491	473,252	750,678	58,064	56,000 8
Norwich and Worcester.....	2,363,800	6,112	2,369,912	66.40	858,366	487,328	1,332,306	250,528	249,669 10
Old Colony and Newport.....	4,848,300	358,000	4,200,300	141.00	46,262	64,503	822,517	509,789	355,679 7
Pittsfield and North Adams.....	450,000	55,000	505,000	18.65	40,262	3,342	114,007	31,064	27,000 6
Providence and Worcester.....	1,750,000	65,000	1,815,000	44.42	270,602	415,541	701,146	153,413	140,000 8
Rockport.....	88,400	.....	88,400	3.60	12,778	3,202	15,980	10,641	7,956 9
Salem and Lowell.....	243,805	660	244,465	16.88	(Operated by Boston and Lowell.)	.....	17,500	16,774	2,676 1.1
South Reading Branch.....	209,535	95,547	305,082	8.36	9,082	2,717	11,799	21,122	.....
South Shore.....	259,685	23,650	433,335	11.50	79,326	4,484	84,859	26,556	.....
Stockbridge and Pittsfield.....	448,700	.....	448,700	21.93	(Operated by Housatonic.)	.....	31,409	31,409	.....
Stoneham Branch.....	83,255	23,120	106,375	2.38	(Operated by Boston and Lowell.)	.....	900	900	.....
Stony Brook.....	267,300	.....	267,300	13.16	(Operated by Boston and Lowell.)	.....	17,700	14,582	14,068 6
Stoughton Branch.....	85,400	.....	85,400	4.04	12,833	8,067	22,567	10,238	8,540 10
Taunton Branch.....	250,000	.....	250,000	11.78	133,389	107,294	243,676	30,175	21,068 8
Troy and Greenfield.....	923,942	.....	1,903,250	6.00	(Figures from Report of 1863—Road surrendered to State.)	.....	233,391	140,643	105,268 3½
Vermont and Massachusetts.....	2,860,000	77,333	2,937,333	77.33	146,682	233,391	435,965	235,322	140,643 10
Western*.....	6,710,800	5,945,020	12,655,820	173.65	1,379,684	2,394,314	3,893,017	1,406,791	616,925 10
West Stockbridge.....	39,600	.....	39,600	2.75	(Operated by Housatonic.)	.....	1,801	1,344	1,485 3½
Worcester and Nashua.....	1,141,000	63,196	1,204,196	45.69	188,451	271,767	474,363	178,965	121,776 10½

\* Double-track Railroads.

† A large portion double-track.



Worcester Horse.....	15,000	.....	32,000	.....	121,000
+ The length of Passenger Railroads is stated in equivalent single track, not by miles of route.					

iron brought up with the coal, and both poured into the furnace, no breakers would be required—no loss of coal would ensue—no cost of breaking it up, and no cost of hauling the debris away. It would be difficult to say what amount could not be saved by the introduction of furnaces at our mines, instead of coal breakers. Many of the coal breakers cost quite as much as an ordinary furnace; and while one would save 25 per cent, of the aggregate amount annually mined in that region, it is a most scandalous fact that the other destroys 25 per cent of the aggregate.—*Pottsville Standard*.

	1866.	1865.
	102 Savings Banks.	102 Savings Banks.
Number of deposit- ors.....	816,853	291,488
Am't of deposits..	\$67,732,264 31	\$59,936,482 53
Public funds.....	56,118,702 97	22,067,718 48
Loans on public funds.....	812,618 00	557,517 00
Bank stock.....	10,588,889 98	10,444,026 96
Loans on bank st'k	282,186 52	260,499 82
Deposit in banks, bearing interest.	1,554,562 98	702,925 87
Railroad bonds...	427,573 75	.....
Loans on railroad stock.....	140,126 00	128,776 00
Invested in real estate.....	477,699 34	448,120 05
Loans on mortgage of real estate...	16,145,890 65	15,534,568 04
Loans to counties and towns....	6,060,110 88	5,616,838 92
Loans on personal security.....	8,027,882 65	6,081,353 33
Cash on hand....	1,333,628 52	656,353 25
Average rate of ordinary divi- dends for the last year.....	5 26-100 pr ct.	4 75-100 pr ct.
Aggregate amount of ordinary divi- dends for the last year.....	2,908,235 50	2,788,531 27
Annual expenses of the institutions..	219,257 03	203,348 56

**The following gentlemen have been elected directors of the Pennsylvania Railroad Company, for the ensuing year: J. Edgar Thomson, Josiah Bacon, John Rice, Wistar Morris, Alexander Nimick, (Pittsburg), Samuel T. Bodine, Joseph B. Myers, Edward C. Knight, Washington Butcher, John M. Kennedy.**

## MINING STOCKS—GOLD, SILVER, COPPER, IRON, LEAD, ETC.

COPPER STOCKS.					COPPER STOCKS.					IRON, COAL, ETC., STOCKS					GOLD, SILVER, ETC., STOCKS.				
COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.	COMPANIES.	Par Value of Shares.	Paid on Shares.	Number of Shares.	Market price p.sh.
<b>COPPER:</b>					<b>COPPER:</b>					<b>IRON:</b>					<b>GOLD:</b>				
Acton.....Ca.	5	---	200,000	---	Knowlton.....L. S.	25	8	20,000	61	Broad Top.....Pa.	50	---	---	---	Acadia.....N. S.	3	---	100,000	---
Acton Vale.....Ca.	5	---	50,000	---	Lafayette.....Ca.	25	---	20,000	---	Copake.....N. Y.	50	50	50,000	---	Ada Elmore.....Idaho.	10	---	100,000	---
Adventure.....L. S.	25	3	20,000	---	Lake.....Ca.	25	---	20,000	---	Foster....." "	---	---	---	---	Albion....." "	3	---	100,000	---
Atina....." "	25	11	20,000	---	Lawrence.....L. S.	5	---	20,000	---	French Creek.....Pa.	5	---	100,000	---	Altona.....Col.	3	---	100,000	---
Albany and Boston....." "	50	25	20,000	---	Lennoxville.....Ca.	5	---	100,000	---	Garrison's.....N. Y.	5	5	100,000	---	American.....Col.	100	---	50,000	---
Algoma....." "	25	8	20,000	---	Logan....." "	5	---	100,000	---	George's Creek.....Md.	100	100	10,000	104	American Flag.....Col.	10	---	50,000	1.25
Alloues....." "	25	18	20,000	---	Lower California.....Mo.	50	---	40,000	---	Harewood....." "	5	---	20,000	---	Ascut.....Can.	100	---	50,000	---
American....." "	25	1	20,000	---	Lyster.....L. S.	25	---	200,000	---	Lake Superior.....L. S.	25	25	20,000	---	Atl. & Pac.....Nev.	50	---	100,000	---
Amygdaloid....." "	25	17	20,000	---	Madison.....Ca.	25	6	20,000	---	Mount Pleasant.....Pa.	50	50	10,000	---	Baltic.....Col.	---	---	---	---
Anita.....Cal.	---	---	20,000	---	Malden....." "	25	2	20,000	---	Teal Lake.....L. S.	25	---	20,000	---	Bates & Baxter....." "	---	---	---	1.80
Annapolis.....Md.	10	---	50,000	---	Mandan....." "	25	44	20,000	---	Tyson.....Vt.	10	---	20,000	---	Benton....." "	---	---	---	---
Arcadia.....L. S.	25	---	20,000	---	Manhattan....." "	25	---	20,000	---	<b>LEAD AND ZINC:</b>					Black Hawk....." "	100	---	50,000	---
Arizona.....Ariz. T.	100	---	100,000	---	Marquette....." "	25	34	20,000	---	Amenia.....N. Y.	5	---	100,000	---	Bob Tail....." "	10	---	100,000	---
Arnold.....L. S.	25	---	20,000	---	Maryland.....Md.	5	---	20,000	100	Bucks County.....Pa.	5	---	40,000	---	Briggs.....Col.	100	---	10,000	---
Ascut.....Ca.	20	---	20,000	---	Mass.....L. S.	25	49	20,000	---	Canada.....Ca.	5	---	50,000	---	Burroughs....." "	10	---	100,000	---
Astor.....L. S.	25	14	20,000	---	Massachusetts....." "	25	---	20,000	---	Champion.....N. Y.	---	---	---	---	Bullion.....Mtna.	5	---	200,000	1.65
Atlas....." "	25	2	20,000	---	Medora....." "	25	11	20,000	---	Clute....." "	5	5	110,000	---	Bullion Consol.....Col.	1	---	300,000	---
Axtel....." "	25	44	20,000	---	Mendota....." "	25	14	100,000	41	Continental....." "	24	24	200,000	---	Chebueto.....N. S.	5	---	100,000	---
Balt. and N. C.....N. C.	5	---	20,000	---	Merrimac....." "	25	64	20,000	---	Eastport.....Me.	10	---	100,000	---	Central.....Col.	5	---	200,000	7.00
Bay State.....L. S.	25	13	20,000	84	Merryweather....." "	25	---	20,000	---	Erle.....N. Y.	10	---	40,000	---	Central Gold....." "	5	---	20,000	---
Beaver....." "	25	2	20,000	---	Meenard....." "	25	8	20,000	---	Gay's River....." "	2	---	100,000	---	Chaudiere.....Can.	5	---	100,000	---
Bedford.....Ca.	5	---	125,000	400	Meteor....." "	25	---	20,000	---	Hampton.....Mass.	5	---	100,000	---	Chobden.....Idaho.	10	---	100,000	---
Black River....." "	25	---	200,000	---	Michigan....." "	25	---	20,000	---	Jefferson.....N. Y.	---	---	---	---	Columbia.....Nev.	100	---	300,000	2.25
Bohemian.....L. S.	25	17	20,000	---	Middlesex....." "	25	---	20,000	---	Kings Hill....." "	5	---	10,000	---	Consol Gregory.....Col.	100	---	50,000	12
Bolton.....Ca.	5	---	200,000	---	Milton....." "	25	14	20,000	---	Lake Superior.....Mich.	5	---	200,000	---	Copalsche....." "	50	---	250,000	---
Boston.....L. S.	25	24	20,000	500	Minnesota.....L. S.	25	18	20,000	114	Lancaster.....Pa.	5	---	50,000	---	Corydon....." "	25	---	100,000	6.25
Brooklyn.....L. S.	25	24	20,000	---	Missisquoi.....Ca.	2	---	150,000	---	Lehigh.....Pa.	---	---	---	---	Continental....." "	100	---	20,000	---
Brome.....Ca.	5	---	100,000	---	Morrison.....L. S.	25	---	20,000	---	Macomb.....N. Y.	5	---	110,000	---	Denver....." "	20	---	50,000	---
Cabot.....L. S.	25	5	20,000	---	Nashua....." "	25	---	20,000	---	Maine.....Me.	10	---	50,000	---	Downville....." "	1	---	300,000	---
Caledonia....." "	25	5	20,000	---	National....." "	25	54	20,000	9	Mineral Point.....N. Y.	5	---	100,000	---	Eagle....." "	10	---	100,000	---
Cambridge....." "	25	5	20,000	---	Native....." "	25	2	20,000	---	Morgan....." "	5	---	100,000	---	East Bannock.....Mtna.	2	---	100,000	---
Canada.....Vt.	4	1	100,000	550	Naumkeag....." "	25	1	20,000	---	Mount Hope.....N. Y.	24	---	80,000	---	El Dorado.....Col.	5	---	500,000	---
Carp Lake.....L. S.	25	---	20,000	---	Nebraska....." "	25	---	20,000	---	New Hampshire.....N. H.	5	---	100,000	---	Empire....." "	20	---	30,000	---
Cascade....." "	25	---	20,000	---	Nequaket....." "	25	2	20,000	---	New Jersey.....N. J.	100	---	12,000	100	Excelsior....." "	10	---	30,000	---
Central....." "	25	6	20,000	60	New England.....L. S.	25	2	20,000	---	N. Y. & Boston.....N. Y.	10	---	100,000	---	Garrison's....." "	50	---	100,000	---
Champlain.....Ca.	14	---	200,000	---	New Jersey cons.....N. J.	10	---	100,000	---	Oswegatchie.....Ca.	5	---	100,000	250	Gem....." "	50	---	25,000	---
Chatham....." "	2	---	200,000	---	Newton....." "	1	---	200,000	---	Phoenix.....N. Y.	5	---	50,000	---	Goleconda....." "	20	---	250,000	---
Cheticamp....." "	5	---	30,000	---	New York.....L. S.	25	1	20,000	---	Placentia Bay.....N. F.	5	---	200,000	---	Gold Mountain.....Col.	10	---	600,000	---
Chippewa.....L. S.	25	---	20,000	---	N. Y. & Passaic.....N. J.	5	---	100,000	---	Ramsay.....Ca.	25	---	20,000	---	Gold Mining....." "	100	---	50,000	---
Clifton....." "	25	---	20,000	---	North Cliff.....L. S.	25	4	20,000	14	Rochester....." "	24	---	200,000	---	Gunnell....." "	10	---	300,000	4.60
Collin....." "	25	---	20,000	---	North State....." "	25	34	20,000	---	Roselle.....N. Y.	5	---	100,000	---	Gunnell Central....." "	50	---	20,000	---
Concord....." "	25	4	20,000	3	North Western....." "	25	114	20,000	2	Shawangunk.....N. Y.	5	---	100,000	---	Gregory....." "	50	---	20,000	---
Consolidated....." "	25	5	20,000	---	Norwich....." "	25	11	20,000	---	Sussex.....N. J.	5	---	125,000	---	Great Western....." "	10	---	60,000	---
Copper Creek.....Mo.	100	---	10,000	---	Ogima....." "	25	7	20,000	1	Union.....Pa.	5	---	100,000	0.72	Hope....." "	25	---	80,000	---
Copper Creek.....Wia.	---	---	20,000	---	Otisville.....N. Y.	5	---	100,000	---	Walkill.....N. Y.	---	---	---	---	Holman....." "	2	---	150,000	---
Copper Falls.....L. S.	25	244	20,000	254	Ontonagon.....L. S.	25	---	20,000	---	Warren.....N. H.	---	---	---	---	Idaho.....Nebr.	---	---	100,000	---
Copper Harbor....." "	25	1	20,000	---	Ottawa.....Ca.	1	---	200,000	---	White Mountain....." "	---	---	---	---	Isaac's Harbor.....N. S.	5	---	100,000	---
Copper Hill.....Wia.	1	---	200,000	---	Pacific.....L. S.	25	---	20,000	---	COAL & ANTHRACITE:	---	---	---	---	Kansas-Colorado.....Col.	10	---	100,000	---
Cornith.....Vt.	2	---	20,000	---	Pennsylvania....." "	60	60	20,000	---	American.....Pa.	25	---	50,000	67	Kip & Buel....." "	2	---	100,000	---
Cornwall.....Vt.	2	---	100,000	---	Petherick....." "	25	54	20,000	31	Appleton....." "	50	50	50,000	94	Lake Major.....N. S.	50	---	100,000	1.50
Dacotah.....L. S.	25	24	20,000	---	Pewabic....." "	25	34	20,000	22	Ashburton.....Pa.	50	50	50,000	65c	Liebig....." "	5	---	200,000	---
Dana....." "	25	34	20,000	150	Phila. & Boston....." "	25	16	20,000	54	Atlanto & G. C.....Md.	100	100	40,000	---	Lake Major.....N. S.	50	---	12,000	---
Deep River.....N. C.	5	---	10,000	15c	Phoenix....." "	25	15	20,000	42	Baltimore....." "	100	100	40,000	---	Mariposa.....Cal.	100	100	50,976	84
Delaware.....L. S.	25	204	20,000	---	Pittsburg & Boston....." "	25	54	20,000	41	Bear Valley....." "	124	---	40,000	---	Du, preferred....." "	100	100	57,744	204
Derby....." "	25	1	20,000	---	Pontiac....." "	25	10	20,000	14	Beaver Meadow.....Pa.	50	50	100,000	---	Mammoth.....Col.	10	---	100,000	---
Devon....." "	25	14	20,000	---	Prescott.....Ariz. T.	100	---	100,000	---	Belmont....." "	50	50	16,000	1	Manhattan....." "	10	---	100,000	---
Dorehester....." "	25	---	20,000	---	Providence.....L. S.	25	---	20,000	---	Big Mountain.....Pa.	---	---	---	---	Massachusetts....." "	5	---	250,000	---
Douglas.....Ca.	2	1	200,000	---	Quincy....." "	10	10	20,000	35	Boston & Pictou.....N. S.	5	---	100,000	7	Mount Vernon.....Nev.	10	---	300,000	---
Dover....." "	25	14	20,000	---	Reliance....." "	25	---	20,000	---	Bridgeport.....Pa.	10	10	30,000	---	Montana.....Col.	4	---	100,000	---
Dudley.....L. S.	25	14	20,000	---	Republic....." "	25	---	8,000	---	Broad Mountain....." "	10	10	30,000	---	National....." "	10	---	300,000	---
Dunham.....Ca.	2	---	200,000	---	Resolute....." "	25	64	20,000	---	British American.....N. S.	---	---	---	---	New York City.....Nev.	100	---	50,000	---
Durham....." "	5	---	200,000	---	Ridge....." "	25	8	20,000	---	Cape Briton.....N. S.	24	24							



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [....] "not ascertained."

Fiscal year ending.	Completed: equi- val in single trk	Length. In progress or projected.	Equip- ment.			Companies.	Cost of Road and Equipment.	Share Capital paid in	Indebted- ness.		Earnings.		Dividends on paid capital.	Per Value.	Market Price.
			Horses.	2-horse.	1-horse.				Bonded Debt.	Floating Debt.	Gross.	Net.			
MASSACHUSETTS.															
30 Nov. '66	3.36					Boston and Chelsea	110,000	119,000			8,800	7,525			
30 Nov. '66	5.73					Broadway, Boston	348,279	325,000		20,451	168,846	44,203			
30 Nov. '66	27.43					Cambridge	734,671	727,800	150,000	94		65,502	5,255		
30 Nov. '66	2.57					Lowell (Horse)	45,536	46,000			20,399	3,261			
30 Nov. '66	11.75					Lynn and Boston	271,530	200,000	50,000	50,032	164,742	8,255			
30 Nov. '66	3.41					Malden and Melrose	60,246	200,000	58,727		27,144				
30 Nov. '66	3.07					Medford and Charlestown	36,600	21,000	9,500		19,627	2,240			
30 Nov. '66	38.82					Metropolitan (Boston)	1,501,478	1,250,000		189,096	755,414	113,472			
30 Nov. '66	0.28					Middlesex (Boston)	494,702	400,000	38,000	70,444	157,176	11,437			
30 Nov. '66	3.22					Northampton & Williamsb.	300,000	300,000			4,627	2,686			
30 Nov. '66	5.69					Quincy	141,233	71,600	58,400	55,000	34,256	2,585			
30 Nov. '66	7.78					Salem and South Danvers	189,972	150,000	27,300	4,148	35,970	6,108			
30 Nov. '66	3.61					Somerville	75,000	75,000			4,379	2,251			
30 Nov. '66	2.50					Stoneham street (Boston)	37,300	33,000			9,628	1,901			
30 Nov. '66	6.74					Suburban	95,000	5,000							
30 Nov. '66						Union (Transportation)	288,789	200,000	24,000	113,607	341,247	10,110			
30 Nov. '66	1.58					West Cambridge	13,600	13,600				516			
30 Nov. '66	2.25					Winnisimmet	62,152	59,800			3,720	3,255			
30 Nov. '66	11.60					Worcester	91,174	75,000	52,000						
CONNECTICUT.															
31 Jan. '64	3.0	3.0	45	7		Fairhaven and Westville	100,000	100,000					8		
31 Dec. '62	8.5		11	3		Hartford and Wethersfield	300,000	300,000							
NEW YORK.															
30 Sep. '65	7.17			6	6	Albany	85,544	50,000	31,000		65,155	501			
30 Sep. '65	17.50			25		Bleeker St. & Fulton Ferry	1,595,966	900,000	610,000	46,000	103,215	37,588			
30 Sep. '65	10.76			32	28	Broadway (Brooklyn)	228,286	200,000	27,500	5,802	81,027	12,500			
30 Sep. '65	14.33			98		Broadway & 7th Ave., N. Y.	3,373,625	2,100,000	1,900,000	100,000	612,779	198,082			
30 Sep. '65	7.75			10	2	Brooklyn Bath & Coney Is'd	135,178	100,000	86,000	71,180	28,068	8,282			
30 Sep. '65	24.00			35	43	Brooklyn Central & Jamaica	120,388	492,150	400,000	55,291	173,827	3,666			
30 Sep. '65	56.18	1.90		146	29	Brooklyn City	1,333,460	1,000,000	170,000		857,701	148,758			
30 Sep. '65	11.75	4.00		82		Brooklyn City & Newtown	539,162	366,000	200,000	37,602	104,691	5,651			
30 Sep. '65	0.09	9.41				Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200					
30 Sep. '65	2.50					Brooklyn City & Rockaway		7,500	35,000						
30 Sep. '65	24.00			116		Cent'r Pk. N. & E. Riv. (N. Y.)	1,517,906	955,900	550,000		528,090	74,053			
30 Sep. '65		2.00				Clinton Avenue (Albany)		2,800							
30 Sep. '65		2.00				Cohoes & Waterford		500							
30 Sep. '65	19.75			32		Coney Island & Brooklyn	612,555	500,000	138,000	4,192	150,634	84,102			
30 Sep. '65	11.82			46		D. Dock, E. B'dw. & Battery	1,535,290	1,200,000	211,000	50,000	298,714	80,362			
30 Sep. '65		6.00				East & North River (W. Co.)	650	650							
30 Sep. '65	18.00	1.00		141		Eight Avenue	1,260,915	1,000,000	160,000		627,153	90,670	6		
30 Sep. '65	12.00			42		42d st. & Grand st. Ferry	962,521	750,000	200,000	2,698	227,662	63,047	5		
30 Sep. '65	4.52			17	2	Grand st. & Newtown (W. Co.)									
30 Sep. '65	10.00			17	2	Harlem Br. Morris & Ford'm	193,738	72,000	118,500	3,000	52,790	2,600			
30 Sep. '65		19.00				Harlem & Tarrytown		3,550							
30 Sep. '65	19.10			30		Ninth Avenue	444,877	795,360	112,000		74,514	loss.			
30 Sep. '65		11.00				Port Morris & Westchester	1,200	1,200							
30 Sep. '65	11.00			16		Rochester City & Brighton	251,559	133,400	100,000		80,028	29,616			
30 Sep. '65	16.00					Second Avenue (N. Y.)	1,215,127	650,000	520,000	136,970	388,298	106			
30 Sep. '65	8.37					Sixth Avenue (N. Y.)	1,409,516	750,000		139,604	482,224	loss.			
30 Sep. '65	17.50			147		Third Avenue (N. Y.)	2,110,100	1,750,000	1,800,000	115,000	1,024,742	211,213	9		
30 Sep. '65		5.00				Third Avenue & Fordam	975	975							
30 Sep. '65	4.46	1.00				Troy and Cohoes	50,000	50,000		ope by	T. & L. R. R.				
30 Sep. '65						Troy and Lansingburg									
30 Sep. '65	0.50	9.00				Utica City	209,325	124,500	100,000		30,752	loss.			
30 Sep. '65	1.50			4		V. Brunt st. & Erie Bas. (Bky.)	62,000	50,000	12,000		12,839	808			
30 Sep. '65						Westchester	5,949	7,370							
30 Sep. '65		4.00				West Shore	1,457	2,200							
NEW JERSEY.															
31 Dec. '62	5.32			7		Hoboken and Hudson City	32,000	30,000		2,000					
31 Dec. '62	5.05	2.50		8		Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '62	10.47					Jersey City & Bergen Point									
31 Dec. '62	17.00	150	22			Orange and Newark	699,414	281,550	300,000	20,950	105,358	29,459			
31 Dec. '62	5.80			8		West Hoboken & Hoboken	100,000	40,000	60,000						
PENNSYLVANIA.															
31 Oct. '65	7.89			142	24	Chestnut & Walnut (Phila.)	235,421	100,000	135,000				40	10	
31 Oct. '65	5.60			122	21	Citizens' (Pittsburg)	188,024	100,000	56,300	10,318	114,721	34,877	10	50	
31 Oct. '65	12.83			262	40	Frankford & Southw'k (Ph.)	765,569	491,620	200,000		286,861	91,545			
31 Oct. '65	6.00			86	15	Fairmt Pk & Del. Riv. (Ph.)					62,732	8,227			
31 Oct. '65	4.50			195	33	Green & Coates st. (Phila.)	232,953	150,000	100,000		158,903	39,721	2	50	
30 Nov. '65	19.00			250	44	Germantown	385,169	112,245	250,000		197,195	49,561			
31 Oct. '65	5.94			120	25	Girard College (Phila.)	114,611	160,000			122,866	36,832	4	50	
31 Oct. '65	2.00			26	4	Harrisburg City	49,504	30,118		9,000	6,726	3,502			
31 Oct. '65	19.00			328	56	Heston, Mantua & Fairmt		183,600	75,131	153,813	39,179				
31 Oct. '65	4.50			105	16	Lombard & South st. (Ph.)	156,000	90,000	50,200	16,000	72,460	14,007			
31 Oct. '65						Oakland (Pittsburg & E. L.)									
31 Oct. '65	3.75			124	18	Pittsb. Allegheny & Manch'r	95,385	75,000	35,000	150	88,795	20,243	16	50	
31 Oct. '65	2.06			67	12	Pittsburg and Birmingham	66,840	54,000	22,600		67,040	14,278	14	50	
31 Oct. '65	2.80			135	27	Philadelphia City	240,264	100,000	135,000		149,678	59,722	7	50	
31 Oct. '65	5.00			64	10	Philadelphia and Darby	86,383	100,000	17,000		36,781	6,494	5	20	
31 Oct. '65	4.50			51	10	Ridge Avenue & Manyunk	179,635	120,000	63,300		41,737	6,903			
31 Oct. '65	18.09			431	67	Second & Third st. (Phila.)	472,081	203,757	137,000		437,562	168,830	10	50	
31 Oct. '65	5.62			87	9	7th & 19th st. (Phila.)	114,363	120,000			61,833	9,187			
31 Oct. '65	7.00			118	18	Spruce & Pine (Phila. & Gr's F.)	249,411	217,697	15,000	10,000	84,900	20,545	44	50	
31 Oct. '65	7.00			210	35	10th & 11th st. (Citizens')	176,043	192,750			210,143	87,810	9	50	
31 Oct. '65	6.25			143	23	13th & 15th st. (Phila.)					143,038	38,435	6	50	
31 Oct. '65	23.05			412	70	Union (Philadelphia)	527,185	291,475	80,000	263,128	206,593	5,900			
31 Oct. '65	6.00			327	52	West Philadelphia	355,106	249,100	100,000	10,000	309,261	81,335	10	50	
31 Oct. '65	1.00			9	4	Williamsport		15,150		522	3,637	1,861			
MARYLAND.															
31 Dec. '62	21.00			340	50	Baltimore City	700,000	670,000		\$1,540	239,059	21,058			
OHIO.															
31 Dec. '62	5.00					Cincinnati Street	151,913	150,000							
31 Dec. '62	5.00					City (Cinc.) Passenger	111,412	100,000							
31 Dec. '62	3.81					Passenger (Cinc.)	69,837	50,000							
31 Dec. '62	3.63					Pendleton & S. St. Mar't (Cin.)	70,000	50,000							

## PASSENGER RAILROAD BONDS.

DESCRIPTION.	Amount out- standing.	Rate.	INTEREST.		Market Price.
			Pay- able.	Principal payable.	
Broadway (Brooklyn):					
Real Estate Mortgage	27,500	7	J. & J. 1884		
Broadway & 7th Avenue:					

## FEDERAL, STATE AND CITY SECURITIES.

DESCRIPTION OF SECURITIES	Amounts outstanding.	Rate	Interest Payable.	WHEN PAYABLE.	Market Price	DESCRIPTION OF SECURITIES	Amounts outstanding.	Rate	Interest Payable.	WHEN PAYABLE.	Market Price
<b>NATIONAL SECURITIES, Feb. 1.</b>						<b>New York—State Bonds</b> -----canal fund					
Loan of Jan. 28, 1847.....registered	\$7,036,900	6	Jan. & July.	1867	155	" " " "-----"	6,000,000	6	Quarterly.	1873	100
Loan of March 31, 1848.....registered	8,712,542	6	" " "	1868	128	" " " "-----"	2,250,000	6	" " "	1874	99
Texas Indemnity, of Sep. 9, 1850.....coupon	384,000	6	" " "	1868	128	" " " "-----"	500,000	6	" " "	1875	100
Loan of June 14, 1858.....registered	20,000,000	5	" " "	Due.	103	" " " "-----"	900,000	6	" " "	1877	100
Loan of June 22, 1860.....registered	7,022,000	5	" " "	1874	102	" " " "-----"	800,000	6	" " "	1878	97
Oregon War Loan of March, 1861.....coupon	1,016,000	5	" " "	1874	110	" " " "-----"	900,007	6	" " "	1886	plena
Loan of Feb. 8, 1861.....registered	18,418,000	5	" " "	1871	111	" " " "-----"	192,585	6	" " "	1886	-----
Loan of July 17, & Aug. 5, 1861.....registered	235,333,250	6	July.	1881	108	" " " "-----"	1,163,000	6	" " "	1886	-----
Loan of Feb. 25, 1862 (5-20s).....registered	614,780,500	6	Jan. & July.	1881	109	" " " "-----"	442,960	6	" " "	1886	-----
Loan of March 3, 1864 (5-20s).....registered	100,000,000	6	" " "	1881	109	" " " "-----"	167,000	6	" " "	1871	-----
Loan of March 3, 1865 (5-20s).....registered	235,249,000	6	" " "	1881	109	" " " "-----"	4,500,000	6	" " "	1874	24
Loan of March 3, 1864 (10-40s).....registered	171,069,350	5	" " "	1881	109	" " " "-----"	900,000	6	" " "	1875	93
Pacific R. R. Bonds of currency.....registered	12,922,000	6	Jan. & July.	1881	109	" " " "-----"	800,000	6	" " "	1878	-----
Treasury Notes of July 17, 1861 (7-30s).....	187,850	7.3	Due.	1867	105	North Carolina—State bonds.....coupon	9,385,500	6	Various.	1866-71	65
" June 20, '64 & Mar. 3, '65 1st series.....	663,686,100	7.3	Feb. & Aug.	1868	105	" " " "-----"	3,500,000	6	Jan. & July.	1890-92	45
" March 3, 1865.....2d series.....	15,240,104	7.3	June & Dec.	1868	105	Ohio—State Bonds.....coupon	634,653	6	Jan. & July.	1865	-----
" " " ".....3d series.....	19,992,980	6	At maturity.	1867	105	" " " "-----"	536,793	6	" " "	1860	98
Gold Certificates of Deposit.....	143,064,640	6	" " "	1867	105	" " " "-----"	379,886	6	" " "	1868	-----
Compound Interest Notes of 1864.....	381,427,996	6	" " "	1867	105	" " " "-----"	2,183,532	6	" " "	1870	90
United States Notes (greenbacks).....	28,743,734	6	" " "	1867	105	" " " "-----"	1,600,000	6	" " "	1875	100
Fractional currency.....	12,500,000	6	" " "	1867	105	" " " "-----"	4,046,308	6	" " "	1881	102
Navy Pension Fund.....	12,500,000	6	" " "	1867	105	" " " "-----"	2,400,000	6	" " "	1886	100
<b>STATE SECURITIES.</b>						" " " "-----"	681,038	6	May & Nov.	1868-71	-----
Alabama—Dollar Bonds.....coupon	2,109,000	5	May & Nov.	1877	-----	Pennsylvania—State Stock.....registered	20,209,000	5	Various.	1866-90	97
" " " "-----"	648,000	5	Jan. & July.	1876	-----	" " " "-----"	6,188,000	5	" " "	1877-82	94
" " " "-----"	688,000	6	" " "	1876	-----	" " " "-----"	3,000,000	6	Feb. & Aug.	1871	102
" " " "-----"	1,509,000	6	" " "	1876	-----	" " " "-----"	3,889,000	6	Jan. & July.	1871-94	99
Arkansas—State Bonds (issued to banks).....	3,774,000	6	" " "	1876	-----	Rhode Island—State War Bonds.....	484,444	6	Jan. & July.	1868	-----
California—Civil bonds of 1857 & '60 coupon.....	1,548,000	7	" " "	1876	-----	South Carolina—State Bonds (sterling).....	1,708,000	6	" " "	1868-90	-----
" " " "-----"	10,400,000	6	" " "	1876	-----	" " " "-----"	1,499,000	6	" " "	1871-90	-----
Connecticut—State Bonds.....coupon	72,000	6	" " "	1876	-----	" " " "-----"	1,949,440	5	" " "	1876-90	-----
Georgia—State bonds (sterling).....coupon	2,271,750	6	" " "	1876	-----	" " " "-----"	239,167	5	" " "	1872-79	-----
" " " "-----"	434,000	7	" " "	1876	-----	" " " "-----"	1,706,000	6	" " "	1882-89	-----
Illinois—Canal Bonds.....registered	1,288,837	6	" " "	1876	-----	" " " "-----"	24,382,832	6	" " "	long.	90
" " " "-----"	721,198	6	" " "	1876	-----	" " " "-----"	872,813	6	" " "	1892	63
" " " "-----"	436,000	6	" " "	1876	-----	Vermont—State Bonds.....coupon	176,000	6	Various.	1873-83	-----
" " " "-----"	229,372	6	" " "	1876	-----	" " " "-----"	1,650,000	6	June & Dec.	1871-78	100
" " " "-----"	2,371,725	6	" " "	1876	-----	Virginia—State Bonds.....registered	21,888,398	6	Jan. & July.	1884-96	80
" " " "-----"	1,778,677	6	" " "	1876	-----	" " " "-----"	11,108,000	5	" " "	1886-96	58
" " " "-----"	241,000	6	" " "	1876	-----	" " " "-----"	1,866,000	5	" " "	1872	-----
" " " "-----"	1,167,700	6	" " "	1876	-----	" " " "-----"	700,000	6	" " "	1876-96	-----
Indiana—State Bonds.....registered	236,009	5	" " "	1876	-----	" " " "-----"	200,000	6	" " "	1876-96	-----
" " " "-----"	2,068,173	24	" " "	1876	-----	West Virginia—State Bonds.....coupon	641,800	6	April & Oct.	1877-93	-----
" " " "-----"	1,225,000	6	" " "	1876	-----	Wisconsin—State Bonds.....coupon	700,000	6	Jan. & July.	1877-93	-----
Iowa—State Certificates.....registered	200,000	7	" " "	1876	-----	" " " "-----"	700,000	6	April & Oct.	1877-93	-----
" " " "-----"	300,000	7	" " "	1876	-----	Allegheny—Railroad Bonds (new).....coupon	600,000	4	Jan. & July.	1913	-----
Kansas—State Bonds.....coupon	200,000	6	" " "	1876	-----	Baltimore—City Bonds.....	19,024,523	5	quarterly.	1870	-----
Kentucky—State bonds.....coupon	417,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1870	97
Louisiana—State Bonds.....coupon	3,204,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1873	97
" " " "-----"	9,556,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1875	29
Maine—State Certificates.....	532,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1886	96
" " " "-----"	4,800,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
Maryland—State Bonds.....coupon	2,171,997	5	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	1,727,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	3,192,763	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	6,401,000	5	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
Massachusetts—State Scrip.....	53,000	5	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	244,000	5	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	375,000	5	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	220,000	5	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	6,429,000	5	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	297,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	150,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	1,024,006	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	2,030,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	1,088,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
Michigan—\$2,000,000 Loan Bonds.....coupon	250,000	7	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	1,750,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	100,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	216,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	1,122,000	7	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	700,000	7	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
Minnesota—State Bonds.....coupon	250,000	7	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	2,275,000	7	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
Missouri—State Bonds (railroad).....	13,701,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	3,000,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	7,000,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	555,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
New Hampshire—State Bonds.....	1,650,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	2,800,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
New Jersey—State Stock.....	95,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	731,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
New York—State Bonds.....general fund	703,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	25,566,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	1,188,780	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	702,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	500,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100
" " " "-----"	3,050,000	6	" " "	1876	-----	" " " "-----"	19,024,523	5	" " "	1890	100



## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Atlantic and Great Western:</b>													
1884	150,713	164,439	166,493	194,992	200,897	206,628	295,512	355,408	401,103	357,228	363,344	323,828	3,285,492
1885	289,445	347,211	432,340	355,045	472,432	410,800	493,882	596,584	641,481	675,446	634,243	576,265	5,825,335
1886	475,641	438,279	385,991	412,521	464,507	493,243	496,398	568,589	533,150	599,670	474,056	388,973	5,083,119
1887	361,137												
<b>Chicago and Alton:</b>													
1883	109,850	101,355	104,372	122,084	132,301	145,542	149,187	157,948	170,044	170,910	156,869	153,294	1,673,706
1884	154,418	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	262,015	2,770,484
1885	280,503	275,283	299,063	258,480	322,278	355,270	356,986	409,251	401,280	357,966	307,919	236,824	3,840,091
1886	210,171	207,913	304,885	270,889	333,432	308,273	325,870	381,559	318,549	347,087	322,749	286,413	3,677,706
1887	240,238												
<b>Chicago and Rock Island:</b>													
1883	140,024	130,225	122,512	126,798	144,996	170,937	189,142	160,306	210,729	216,030	196,435	201,134	1,960,267
1884	158,735	175,482	243,150	185,013	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,037	3,096,470
1885	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,315,514
1886	241,936	183,385	257,230	197,886	264,605	290,642	224,112	310,446	306,050	422,124	331,006	282,450	3,351,331
1887	267,626	184,497											
<b>Chicago and Northwestern:</b>													
1883						366,100	281,334	296,169	473,186	551,122	435,945	407,698	2,811,544
1884	273,876	317,839	390,355	421,363	466,530	555,145	480,710	519,306	669,605	729,759	716,378	663,400	6,114,566
1885	541,005	482,104	496,296	468,358	555,623	747,941	702,691	767,509	946,707	921,886	749,191	546,609	7,083,906
1886	523,566	405,634	528,744	516,736	735,082	922,592	776,990	778,284	989,063	1,210,654	1,005,680	698,679	9,098,990
1887	680,832	586,743											
<b>Chicago and Great Eastern:</b>													
1883	33,829	38,804	38,485	40,641	37,588	38,068	30,208	50,198	51,485	61,787	51,386	60,895	528,264
1884	47,393	56,565	67,822	61,312	59,182	68,178	53,518	88,458	87,037	97,876	94,543	75,111	850,495
1885	77,878	77,242	88,450	75,514	76,674	91,937	91,075	97,145	106,389	118,610	116,293	91,664	1,105,821
1886	90,415	79,430	110,079	107,072	120,460	118,603	86,037	107,062	104,547	132,725	136,897	128,785	1,317,102
1887	93,784												
<b>Erie:</b>													
1882	699,097	601,595	638,006	626,070	587,416	528,542	505,024	615,962	759,421	885,136	902,906	963,559	8,400,384
1883	845,695	839,949	965,445	948,059	848,783	770,148	731,243	687,092	516,801	968,294	1,024,649	1,035,321	10,469,481
1884	984,837	934,133	1,114,508	1,099,507	1,072,393	1,041,975	994,317	1,105,364	1,301,006	1,222,568	1,224,909	1,234,217	13,429,648
1885	1,001,007	947,146	1,266,566	1,458,455	1,133,461	1,177,374	1,292,180	1,331,046	1,386,615	1,438,689	1,522,472	1,429,764	15,434,776
1886	1,187,198	983,855	1,070,484	1,153,295	1,101,668	1,243,143	1,203,462	1,290,330	1,411,347	1,480,251	1,417,327	1,044,003	14,886,533
1887	906,795												
<b>Illinois Central:</b>													
1881	321,844	279,268	229,334	192,054	199,488	177,829	189,280	268,983	289,862	284,020	243,249	224,401	2,899,612
1882	190,130	236,637	181,084	191,648	206,246	269,282	261,079	352,788	414,548	410,336	372,593	359,463	3,445,827
1883	299,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1884	327,900	416,588	456,782	422,797	468,372	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1885	571,536	528,972	616,665	516,608	460,573	617,682	578,408	747,469	739,736	641,589	643,887	518,083	7,181,206
1886	523,470	512,523	516,822	406,773	507,330	560,025	467,115	586,074	551,021	639,195	570,485		
1887	660,438	554,201											
<b>Marietta and Cincinnati:</b>													
1883	38,203	53,778	60,540	64,306	35,326	40,706	58,704	52,864	77,112	83,059	76,764	68,863	710,225
1884	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,088,166
1885	96,672	87,791	93,768	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,146	105,767	1,224,058
1886	30,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,302	1,201,239
1887	94,136												
<b>Milwaukee and Prairie du Chien:</b>													
1883	67,139	76,132	44,925	88,177	106,967	111,200	71,587	69,353	155,417	205,055	138,342	112,913	1,247,258
1884	102,749	115,135	88,221	140,418	186,747	212,209	139,547	113,399	168,218	178,526	149,099	117,013	1,711,231
1885	98,184	74,283	70,740	106,689	146,943	224,838	217,100	170,555	228,020	310,695	226,840	110,664	1,986,712
1886	121,776	84,897	72,135	108,082	267,488	262,172	170,795	116,224	150,889	245,701	244,854	98,787	1,983,900
1887	143,000												
<b>Michigan Southern &amp; Northern Indiana:</b>													
1883	248,784	220,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,260	348,048	3,302,543
1884	256,600	304,445	338,454	330,651	267,126	315,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1885	366,361	366,361	413,974	365,180	361,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,737
1886	312,846	277,234	412,393	409,427	426,403	392,641	338,499	380,452	429,191	500,404	416,690	339,447	4,683,717
1887	302,714	302,437											
<b>Michigan Central:</b>													
1882	220,159	159,658	151,902	175,696	186,039	174,002	172,189	216,624	295,956	322,369	307,474	258,634	2,650,702
1883	242,073	245,858	226,432	238,495	236,453	206,221	193,328	215,449	308,168	375,458	339,794	306,186	3,168,065
1884	252,435	278,848	348,302	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1885	306,324	279,137	344,228	337,241	401,456	385,663	329,105	413,501	460,651	490,694	447,670	328,669	4,504,549
1886	282,438	265,796	337,158	343,737	365,196	335,083	324,986	359,645	429,160	493,640	414,604	308,669	4,260,112
1887	304,095	283,661											
<b>Milwaukee and St. Paul:</b>													
1884	51,965	46,474	64,993	83,202	131,448	126,970	99,662	86,482	164,710	221,635	198,135	129,227	1,402,106
1885	98,181	86,528	95,905	106,269	203,018	237,562	251,906	241,370	300,841	395,579	346,717	171,125	2,535,031
1886	131,707	122,621	124,175	121,904	245,511	243,944	209,199	185,223	275,906	304,257	327,926	128,741	2,423,417
1887	146,800												
<b>New York Central:</b>													
1882	749,163	631,956	710,314	770,228	736,114	610,417	749,571	752,341	892,744	1,018,375	968,228	1,002,768	9,063,244
1883	920,272	900,167	867,590	911,397	839,126	841,165	815,512	840,450	1,079,551	1,041,522	1,045,401	1,157,818	11,069,833
1884	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	11,837,709
1885	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	14,575,128
1886	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	
1887	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	1,221,331	
<b>Ohio and Mississippi:</b>													
1884	210,329	260,466	309,251	263,443	224,957	223,242	268,176	392,596	332,400	278,006	346,243	275,950	3,311,070
1885	259,223	239,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,763,005
1886	267,541	246,109	326,236	277,424	283,130	253,924	247,262	305,454	278,700	310,762	302,426		
1887													

## AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers, (r) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods.

Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1887		1st General Mort	2,000,000	7	Jan. & July.	New York.	1898	80
Convert. (guar. by Dir.)	150,000	7			1883		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,000,000	7	Apr. & Oct.	New York.	1895	58
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1884		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100 1/2
Albany and Susquehanna:							Income bonds	51,000	8	May & Nov.	"	var.	
Mortgage	1,016,739	7	April & Oct.	Albany.	1883		Chicago and Northwestern:						
Allegheny Valley:							Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	97
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		General 1st Mortgage	2,800,000	7	"	"	1885	85
Atlantic and Gt. Western:							Funded Coupon Bonds	758,000	7	May & Nov.	"	1883	88
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879	80	Consolidated Sinking Fund	948,000	7	F. M. A. & N.	"	1915	80 1/2
2d Mortgage	774,700	7	April & Oct.	"	1881	75	Equipment Bonds	270,483	7	Jan. & July.	"	1874	
1st Mortgage, Penn.	2,324,900	7	"	"	1877	81	Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1885	88
2d Mortgage	913,500	7	Jan. & July.	"	1882	77	Green Bay Extension Bonds	300,000	7	"	"	1885	75
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	"	1882		Flagg Trust Bonds	245,000	8	Jan. & July.	"		
1st Mortgage, Ohio Division	2,764,400	7	April & Oct.	New York.	1876	55	Cincinnati, Hamilton and Dayton:						
2d Mortgage	2,880,000	7	Jan. & July.	"	1883	98	1st Mortgage	379,000	7	Jan. & July.	New York.	1867	100
1st Mortgage, Buffalo Ext'n'n	1,492,000	7	Feb. & Aug.	"	1884		2d Mortgage	1,250,000	7	May & Nov.	"	1880	90
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884		Cincinnati and Zanesville:						
Consolidated Bonds	16,383,500	7	Quarterly.	London.	1890		1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Atlantic and St. Lawrence:							Cleveland and Mahoning:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886	92	1st Mortgage	550,000	7	Feb. & Aug.	New York.	1873	93
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878	96	2d Mortgage	687,000	8	March & Sept.	"	1876 1/2	
City of Portland Loan (Coupon)	1,000,000	6	Various.	N. Y., P. & B.	1887-90		Hubbard Branch	105,600	7				
Baltimore and Ohio:							Clev., Painesville and Ashtabula:						
Maryland Sterling B'ds of 1883	2,000,000	5	Ja. Ap. Ju. Oc.	London.	1883		Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1873	100
Mortgage Coupon	1,862,000	6	April & Oct.	Baltimore.	1885	98 1/2	Dividend Mortgage	1,000,000	7			1880	
" " " 1885	628,500	6	Jan. & July.	"	1880	97	Cleveland and Pittsburg:						
" " " 1885	1,021,750	6	Jan. & July.	"	1887	97 1/2	2d Mort. (M. L.) or 1st Extension	1,122,000	7	March & Sept.	New York.	1873	94
" " " 1884	915,280	6	Ja. Ap. Ju. Oc.	"	1887	100	3d Mort. (M. L.) or 2d Extension	1,019,500	7	"	"	1875	90
Balt. City Loan of 1885	5,000,000	6	Jan. & July.	"	1890	98	4th Mort. (M. L.) or 3d Extension	1,108,123	6	Jan. & July.	"	1892	75
Bay de Noquet and Marquette:							River Line Bonds	4,000	7			1887	
Income	100,000	8	April & Oct.	Boston.	1870		Dividend bonds	16,725	7				
Bellefontaine and Indiana:							Income bonds	3,500	7				
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	1870-99	90	Clev., Columbus and Cin.:						
2d Mortgage	433,000	7	"	"	1870	82 1/2	1st Mortgage, Coupon	475,000	7	Jan. & July.	New York.	1864-90	
Income bonds	87,000	7	"	"	1870		Cleveland and Toledo:						
Belvidere Delaware:							Junction 1st Mortgage 1st Div.	213,000	7	April & Oct.	New York.	1887	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1887	85 1/2	Junction 1st Mortgage 2d Div.	140,000	7	June & Dec.	"	1872	
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	86	C. & T. Mortgage Bonds	800,000	7	April & Oct.	"	1880	
3d Mortgage (do.)	693,000	6	Feb. & Aug.	"	1877		C. and T. Income (convertible)	0,000	7	March & Sept.	"	1870	
Boston Concord and Montreal:							C. and T. (S. F.) Mortgage	2,081,000	7	Jan. & July.	"	1885	101
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1885		Columbus and Xenia:						
1st Mortgage	300,000	7	"	New York.	1885		Dividend	30,860	7	June & Dec.	New York.	1886	
2d Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	97	Mortgage	248,000	7				
2d Mortgage Coupons	250,000	7	"	New York.	1870	90	Connecticut River:						
Sinking Fund	338,000	6	"	Boston.	1889	94	Mortgage	250,000	6	March & Sept.	Boston.	1878	98
Boston and Lowell:							Connectic't and Passump. Rivers:						
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100 1/2	1st Mortgage	605,700	6	June & Dec.	Boston.	1876	95
"	200,000	6	"	"	1879	97	Cumberland Valley:						
Buffalo, New York and Erie:							1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	95	2d Mortgage	109,500	8	"	"	1904	
2d Mortgage coupon	380,000	7	May & Nov.	"	1872	103	Dayton and Michigan:						
Buffalo and State Line:							1st Mortgage	283,000	7	Jan. & July.	New York.	1887	63 1/2
1st Mortgage	500,000	7	April & Oct.	New York.	1866	101	2d Mortgage	2,622,000	7	"	"	1881	87
Income in '99, in '72	200,000	7	Jan. & July.	"	var.		3d Mortgage	642,000	7				
Special Erie and North-East	149,000	7	"	"	1871-70		Toledo depot bonds	169,500	7				
Burlington and Missouri:							Funded Interest	34,230	7				
New Land Mortgage	1,180,950	7	April & Oct.	New York.	1870	60	Dayton and Western:						
Convertible bonds	600,000	7	Jan. & July.	"	1870		1st Mortgage	289,000	7	March & Sept.	New York.	1882	50
Old Road bonds	121,160	7	"	"			2d Mortgage	250,000	7	June & Dec.	"	1880	40
Camden and Amboy:							Delaware:						
English debt (S. F.) £400,300	1,937,452	6	Semi-annual.	London.	1880		1st Mort., guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
American Loan	3,120	6	"	New York.	1884		Guaranteed	100,000	6	"	"	1875	
Loan for \$500,000	211,800	6	"	"	1887	100	State Loan	170,000	6	"	"	1876	
" " \$800,000	384,100	6	"	"	1870	93	Delaware, Lackawanna and W'n:						
" " \$875,000	675,000	6	"	"	1875	91	1st Mortgage (Lack. & Western)	900,000	8	Jan. & July.	New York.	1871	96
" " \$1,700,000	1,700,000	6	"	"	1883	88 1/2	1st Mortgage (L. Extension)	1,499,000	7	April & Oct.	"	1875	101
" " \$2,500,000	867,000	6	"	"	1889	88 1/2	2d Mortgage	2,516,500	7	March & Sept.	"	1881	101
Consolid. Mort. Loan \$5,000,000	4,420,400	6	"	"	1889	95	Des Moines Valley:						
Camden and Atlantic:							1st Mortgage coupon	1,740,000	8	April & Oct.	New York.	1877	100
1st Mortgage Coupon	1,034,775	7	Feb. & Aug.	Philadelphia.	1872	85	Income	348,000	7	Jan. & July.	"	1884	80
2d Mortgage	493,000	7	April & Oct.	"	1879	71 1/2	Detroit and Milwaukee:						
Ontario:							1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
1st Mortgage	270,000	7	May & Nov.	Philadelphia.	1882		2d Mortgage	1,000,000	8	"	"	1886	
Clayton and Susquehanna:							3d Mortgage (convertible)	750,000	10	"	"	1883	
1st Mortgage	300,000	7	Jan. & July.	New York.	1805		4th Mortgage (G. W. R. & E.)	500,000	8				
Central of New Jersey:							Dubuque and Sioux City:						
1st Mortgage	909,000	7	Feb. & Aug.	New York.	1870	101 1/2	1st Mortgage coupon 1st Div'n	300,000	7	Jan. & July.	New York.	1883	80
2d Mortgage	600,000	7	May & Nov.	"	1875	100 1/2	Construction bonds, 2d Div'n	660,000	7				
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1890	89	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	96 1/2
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1885		3d Mortgage (convertible)	739,200	6	Feb. & Aug.	Boston.	1874	96 1/2
2d Mortgage	800,000	7	June & Dec.	New York.	1885	101	1st M. (State) \$75,000 a y'r after '64	425,000	5	Ja. Ap. Ju. Oc.	"	1866-71	
3d Mortgage (S. F.)	950,000	7	"	"	1885	85	Essex Railroad Bonds	214,400	6			1876	
4th Mortgage (S. F.)	1,365,800	7	"	"	1875	50	East Tennessee and Georgia:						
Income	1,192,200	7	Jan. & July.	"	1875-80		State, 1st Mortgage	970,000					
Charleston and Savannah:							Endorsed by State of Tennessee	150,000					
1st Mortgage (endorsed)	510,000	6					Mortgage (ordinary)	790,688					
2d Mortgage	1,000,000	7					East Tennessee and Virginia:						
Cheshire:							State, 1st Lien	1,002,000					
Bonds of '75, '77, '80	677,400	6	Jan. & July.	Boston.	var.	94 1/2	Endorsed by State of Tenn.	200,000					
Chicago, Burlington & Quincy:							1st Mortgage (after State)	100,000					
Trust Mort. S. F., convertible	358,000	8	Jan. & July.	New York.	1883	110 1/2	Redeemable in Stock	96,950					
" " " " " " " "	3,139,000	8	"	"	1883		Easton and Hamilton:						
Plain Bonds, dated Sept. 20, 1880	680,000	7	March & Sept.	"	1890		1st Mortgage	767,734	1			var.	
2d Mortgage, Inconvertible	941,000	4 1/2	July.	Frankfort O.M.	1890		Erie and North-East:						
Chicago and Aurora 1st Mort.	95,000	7	Jan. & July.	New York.	1887	100	Exchanged for Buff. and St. L.	148,000	7	Jan. & July.	New York.	61-70	
Central Military Tract, 2d Mort.	58,000	8	May & Nov.	"	1868		Evansville and Crawfordsville:						
C. B. & Q. Scrip	457,408	7	Jan. & July.	Frankfort O.M.			Mortgage Bonds	1,090,000	7			1869	
Chicago and Alton:							Mortgage Bonds	150,000	7			1881	82 1/2
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1892	100	Florida:						
1st Mortgage pref. S. F.	519,000	7	April & Oct.	"	1877	102	Internal Improvement (State)	1,655,000	7			1881	
Income Bonds	1,300,000	7	May & Nov.	"	1883	91	Free Land, 2d Mortgage	1,400,000	8			1891	



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Description.	Amount	Interest.	Interest.		D	Price.	Description.	Amount	Interest.	Interest.		Dec.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr. Internal Improvement (State) Free Land, 2d Mortgage	\$300,000	7			1891		Memphis and Charleston State [Tenn.] Loan	\$1,591,990	6	Jan. & July.	New York.	1880	
Galena and Chicago Union:	200,000	8			1891		1st Mortgage	1,254,000	7	May & Nov.	"		
1st Mortgage Coupon	1,963,000	7	Feb. & Aug.	New York.	1882	100	Michigan Central:						
2d Mortgage (S. F.) Coupon	1,086,000	7	May & Nov.	"	1876	98	1st Mortgage Sterling	467,489	6	Jan. & July.	London.	1872	
Elgin and State Line	189,000	7	Jan. & July.	"	1879		1st Mortgage St'g (convertible)	600,000	8	March & Sept.	"	1869	
Mississippi River Bridge	200,000	7	Jan. & July.	"	1884		1st Mortgage (convert.) Dollar	1,995,500	8	"	N.Y. & Boston	1869	103
Great Western, Ill.:							1st Mortgage (convert.) Dollar	247,000	8	April & Oct.	"	1882	111
1st Mortgage Western Division	1,000,000	10	April & Oct.	New York.	1868	106	1st Mortgage (S. F.) convertible	4,253,500	8	"	"	1882	111
" Eastern	2,350,000	7	Feb. & Aug.	"	1866	102	Mich. Southern and N'n Indiana:						
Hannibal and St. Joseph:							Northern Indiana, 1st	4,000	7	Feb. & Aug.	New York.	1861	
Missouri State Loan (1st lien)	3,000,000	6	Jan. & July.	New York.	72-78	79	Erie and Kalamazoo	37,000	7	March & Sept.	"	1862	
Land Security	3,344,600	7	April & Oct.	"	1881	92	Northern Indiana, Plain	1,000	7	Feb. & Aug.	"	1863	
Convertible Bonds	822,000	7	Jan. & July.	"	1888	97	Goshen Air Line	651,000	7	"	"	1868	95
Harrisburg and Lancaster:							Detroit and Toledo	734,000	7	"	"	1870	90
New Dollar Bonds	661,000	6	Jan. & July.	Philadelphia.	1883	100	1st General Mortgage (S. F.)	4,855,000	7	May & Nov.	"	1885	99
Hartford and New Haven:							2d General Mortgage	2,258,500	7	"	"	1877	92
1st Mortgage	927,000	6	Feb. & Aug.	New York.	1883	99	Milwaukee and St. Paul:						
Housatonic:							1st Mortgage	4,600,000	7	Feb. & Aug.	New York.	1893	87
1st Mortgage	502,500	6	Jan. & July.	Bridgeport.	1877		2d Mortgage	1,500,000	7	April & Oct.	"	1884	85
Houston and Texas Central:							Real Estate Depot	2,400,000					
State (1st Lien) Loan	210,000						Milwaukee and Prairie du Chien:						
Mortgage	125,000	7			1886		1st Mortgage (coupon)	402,000	7	Jan. & July.	New York.	1891	96
Hudson River:							Minnesota and Pacific						
1st Mortgage	4,000,000	7	Feb. & Aug.	New York.	69-70	102	Real Estate	1,200,000	7	Jan. & July.		1892	61
2d Mortgage (S. F.)	2,000,000	7	June & Dec.	"	1885	105	Mississippi Central:						
3d Mortgage	1,840,000	7	May & Nov.	"	1875	99	1st Mortgage	1,007,368	7				
Convertible	1,002,000	7	"	"	1897	100	Mississippi Central and Tenn.:						
Illinois Central:							State (Tenn.) Loan	529,000	6				
Optional Right Bonds	32,000	7	Jan. & July.	New York.	1868		Mississippi and Missouri:						
Construction	6,837,000	7	April & Oct.	London.	1875		1st Mortgage (convertible)	1,000,000	7		New York.		
Construction	2,896,500	6	"	New York.	1875	102	2d Mortgage (S. F.)	400,000	8		"		
Redemption bonds	2,563,000	6	"	"	1890		Oskaloosa Division	698,556	7	Jan. & July.	"	1875	18
Indiana Central:							1st Land Grant	3,612,000	7	"	"		61
1st Mortgage (convertible)	600,000	7	Jan. & July.	New York.	1886		2d Land Grant	691,000			"		
2d Mortgage	264,000	10	"	"		100	Income Bonds	513,300			"		
Income	20,500						Mississippi and Tennessee:						
Indianapolis and Cincinnati:							Tennessee State Loan	98,000	6			1885	
1st Mortgage	500,000	7	Jan. & July.	New York.	1886	106	Mississippi State Loan	202,099	6				
2d Mortgage	400,000	7	"	"	1892	100	1st Mortgage	171,000	7			1873	
Real Estate Mortgage	200,000	7			1883	68	Mobile and Ohio:						
Ind., Pittsburg and Cleveland:							City (Mobile) Tax Loan	400,000	6				
1st Mortgage	650,000	7	Jan. & July.	New York.	1870		Tennessee State Loan	674,860	6				
2d Mortgage	347,000	7	"	"			Alabama State Loan	389,410	6				
Indianapolis and Madison:							Income	1,508,070	8	Jan. & July.	New York.	'61-'67	
Mortgage	640,000	7	May & Nov.	New York.	1881	85	Sterling	878,038	6			1883	
Jeffersonville:							Mississippi State Loan	200,970	6				
1st Mortgage	187,000	7	March & Sept.	New York.	1861	86	Montgomery and West Point:						
2d Mortgage	392,000	7	April & Oct.	"	1873	70	Alabama State Loan	122,622					
Joliet and Chicago:							Mortgage (due 1860, '63 and '65)	350,000	6			var.	
1st Mortgage (S. F.)	500,000	8	April & Oct.	New York.	1883		Mortgage	450,000	8			1866	
Joliet and N. Indiana:							Morris and Essex:						
1st Mortgage (guar.)	800,500	8	Jan. & July.	New York.	1874	105	1st Mortgage (S. F.)	3,084,778	7	May & Nov.	New York.	1915	90
Kennebec and Portland:							Muscookee:						
1st Mortgage (City and Town)	900,000	6	April & Oct.	Boston.	1870		1st Mortgage	249,000	7				
2d Mortgage	230,000	6	"	Augusta.	1861		Nashville and Chattanooga:						
*Kentucky Centr. (Gov. and Lex.)							Mortgage (State endorsed)	1,500,000					
1st Mortgage	160,000	6					Chat. and Cleve. Subco. (endors.)	231,000					
1st Mortgage	260,000	7					*New Albany and Salem:						
2d Mortgage (convertible)	1,006,000	7					1st Mortgage	2,235,000	6				
3d Mortgage	600,000	7					N. Hav., N. Lond. and Ston'gton:						
Guaranteed by Covington	200,000	6					2d Mortgage	200,000	6	Jan. & July.	New Haven.	1868	93
La Crosse, Viroqua & Mineral Pt.:							Extension	116,000	6	May & Nov.	"	1878	
1st Mortgage	4,000,000	7	June & Dec.	New York.	1888		New Haven and Northampton:						
Lehigh Valley:							1st Mortgage	500,000	7	Jan. & July.	New Haven.	1869	
1st Mortgage	1,477,000	6	May & Nov.	Philadelphia.	1873	95	1st Mortgage (H. & Hamp.)	103,000	6		"		
La Crosse and Milwaukee:							New Jersey:						
1st Mortgage (Eastern Div.)	875,000	7	May & Nov.	Milwaukee.	1872		Company's (various)	855,000	6	Semi-ann'ly.	New York.	var.	
Lackawanna and Bloomsburg:							New London Northern:						
1st Mortgage	2,024,578	7	Jan. & July.	Philadelphia.	1881		1st Mortgage	60,000	7	Jan. & July.	New London.	1871	100
Lexington and Frankfort:							Extension Bonds	72,500	6	March & Sept.	"	1886	
Mortgage, due 1869 and '74	79,000	6		Lexington.	69-74		N. Or'ns, Jackson and Gt. North:						
Little Miami:							State [Miss.] Loan	255,000	6		"	'63-'68	
Mortgage (coupon)	1,700,000	6	May & Nov.	New York.	1883	100	1st Mortgage Coupon	2,665,000	8	Jan. & July.	New York.	1886	
Long Island:							N. Orleans, Opelousa, and Gt. West:						
State Loan (S. F.)	100,000	5	Jan. & July.	New York.	1876	91	Louisiana State Loan	641,000	6				
2d Mortgage	500,000	6	"	"	1870		New Orleans City Subscription	1,500,000	6				
Extension Bonds	175,000	7	May & Nov.	"	1890		1st Mort [S. F.]	566,000	8			1839	
Long Dock Co.:							New York Central:						
Mortgage Bonds	2,007,000	7	June & Dec.	New York.	1882	98	Premium [S. F.] Bonds	6,450,439	6	May & Nov.	New York.	1883	93
Louisville and Frankfort:							Deb'ts of former Co's outst'ding	100,000			"		
Louisville Loan	100,000	6	Jan. & July.	New York.	1881		Funding [S. F.] Bonds	1,388,000	7	Feb. & Aug.	"	1876	104
1st Mortgage	145,000	6	"	"	67-78		Exchanged St'ks [S. F.] B'ds	600,000	6	May & Nov.	"	1883	91
Louisville and Nashville:							" [B. & N. F.]	77,000	6	"	"	1883	87
1st Mortgage Main Stem	1,656,000	7	Feb. & Aug.	New York.	67-77		Real Estate [S. F.] Bonds	165,000	6	"	"	1885	86
Lebanon Branch 1st Mortgage	1,000	7			1886		Real Estate Bonds & Mortgages	139,815	7	var.	"	var.	
Memphis Branch 1st Mortgage	281,000	7			70-75		"	45,560	6	"	"	1883	
Bardstown and Louisville	30,000	7			1870		Bonds of Aug. 1869, Convertible	460,000	7	Feb. & Aug.	"	1876	113
City of Louisville bonds	1,137,000				86-87		Bonds of Oct. 1863, [S. F.]	2,925,000	6	June & Dec.	"	1887	92
Maine Central:							New York and Erie:						
Loan \$1,100,000	1,092,900	6			80-81		1st Mortgage	3,000,000	7	May & Nov.	New York.	1867	102
Loan \$400,000	314,100	6			70-71		2d Mortgage	4,000,000	7	March & Sept.	"	1879	103
McMinnville and Manchester:							3d Mortgage	6,000,000	7	"	"	1883	100
State [Tenn.]	372,000	6					4th Mortgage	4,441,000	7	April & Oct.	"	1880	91
Mortgage	24,000	7					5th Mortgage	926,500	7	June & Dec.	"	1888	93
Mortgage	10,000	6					Buffalo Branch	186,400	7	Jan. & July.	"	1891	
Marietta and Cincinnati:							Sterling Bonds	3,810,562			London.	1876	
1st Mortgage Bonds	2,368,388	7	Feb. & Aug.	New York.	1891	82	New York and Harlem:						
1st Mortgage Sterling	1,000,000	7	"	"	1891		1st Mortgage	3,000,000	7	May & Nov.	New York.	1873	101
Seloto & Hooking Val. R. mort.	300,000						Consolidated	1,000,000	7	Feb. & Aug.	"	"	100
Memphis, Clarksv. and Louisv.:							3d Mortgage	980,300	7	Jan. & July.	"	1867	98
State [Tenn.] Loan	1010,000	6					New York and New Haven:						
Memphis and Ohio							Mortgage Bonds Coupon	1,088,000	6	April & Oct.	New York.	1876	96
State [Tenn.] Loan	1,340,000	6					N. York, Providence and Boston:						
							1st Mortgage	500,000	6	Feb. & Aug.	New York.	72-78	

## AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (f) that the company is in default in its interest. "B. F.," Sinking Fund. "var.," that the bonds fall due at different periods.

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$339,000	8	Mar. & Sept.		1887	---	State (Va.) Loan (34 years)	600,000	8	Feb. & Aug.	New York.	'87-'88	---
North-Eastern (S. C.):							Guaranteed by State	200,000	7	April & Oct.	Richmond.	1875	---
1st Mortgage	700,000	---	---	---	---	---	Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	---
2d Mortgage	224,600	---	---	---	---	---	Mortgage (Registered)	504,000	7	"	"	1873	---
Northern Central:							Richmond and Petersburg:						
Md. State Loan (Irredeemable)	1,500,000	6	Jan. Ap. Ju. Oc.	Baltimore.	---	---	Mortgage bonds	319,000	---	---	---	'70-'75	---
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	102	Rutland and Burlington:						
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871	---	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston.	1863	123
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	91	2d Mortgage	937,500	7	"	"	1863	57 1/2
Construction, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	85 1/2	3d Mortgage	440,000	7	"	"	1863	3
North Missouri:							Sacramento Valley:						
State Loan (30 years)	4,350,000	6	Jan. & July.	New York.	'72-'87	90 1/2	1st Mortgage	400,000	10	Jan. & July.	New York.	1875	---
North Pennsylvania:							2d Mortgage	329,000	10	Feb. & Aug.	San Francisco.	1881	---
Chattel Mortgage	2,500,000	6	April & Oct.	Philadelphia.	1875	90	Sandusky, Dayton and Cincinnati:						
Northern (N. H.):							1st Mortgage	981,000	7	Feb. & Aug.	---	1900	75 1/2
Bonds due 1884 and 1874	151,400	6	April & Oct.	Boston.	1874	92	2d Mortgage	16,000	7	"	---	1866	---
Norwich and Worcester:							3d Mortgage	148,000	7	"	---	1875	---
Mass. State Loan	195,000	6	Jan. & July.	Boston.	1877	---	Six per cents	73,972	6	"	---	1878	---
Bonds for Dividend Scrip	59,000	7	"	New York.	'64-'74	---	Sandusky, Mansfield and Newark:						
Steamboat Bonds	98,000	7	Feb. & Aug.	"	'63-'70	---	1st Mortgage	1,290,000	7	Jan. & July.	New York.	1866	---
Ohio and Mississippi:							Saratoga and Whitehall:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York.	1872	89	1st Mortgage	250,000	7 1/2	April & Oct.	New York.	1868	---
1st Mortgage—Western	850,000	7	"	"	1872	---	1st Mortgage (R. and W. Br.)	100,000	7 1/2	March & Sept.	"	1866	---
2d Mortgage—Western	750,000	7	"	"	1874	---	Seaboard and Roanoke:						
Orange and Alexandria:							1st Mortgage	300,000	7	"	---	1880	---
1st Mortgage	400,000	6	May & Nov.	New York.	1866	---	3d Mortgage	75,000	7	"	---	1870	---
2d Mortgage or 1st Extension	1,200,000	6	Jan. & July.	"	1875	---	South Carolina:						
2d Extension	600,000	8	May & Nov.	"	1873	---	State Loan	187,000	5	"	---	1868	---
Ogdensburg & Lake Champlain:							Domestic Bonds	650,000	5	"	---	'69-'74	---
1st Mortgage	1,494,000	7	April & Oct.	Boston.	1869	100	Domestic Bonds, past due	234,000	5	"	---	---	---
2d Mortgage (now stock)	---	---	---	---	---	71	Sterling	2,000,000	5	Jan. & July.	London.	1866	---
Oswego and Syracuse:							Southern Mississippi:						
1st Mortgage	225,000	7	Jan. & July.	Oswego.	'70-'80	---	1st Mortgage	500,000	---	---	---	---	---
Pacific (Mo.):							South-Western (Ga.):						
State (Mo.) Loan	7,000,000	6	Jan. & July.	New York.	'71-'87	88 1/2	1st Mortgage	631,000	---	---	---	1875	---
Construction Main Line	1,500,000	7	"	"	---	92 1/2	South-West Pacific:						
St. Louis County bonds	700,000	7	"	"	1885	---	Mortgage	2,000,000	---	---	---	---	---
Panama:							Stenbury and Ind. (P. C. and C.):						
1st Mortgage Sterling	416,000	7	April & Oct.	London.	1870	101 1/2	1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	---
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875	---	Sunbury and Erie:						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872	---	1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia.	1877	100
Peninsula:							Mortgage (half to State)	7,000,000	6	Jan. & July.	"	'75-'78	---
1st Mortgage	1,029,000	7	March & Sept.	New York.	1869	80	Syracuse, Binghamton and N. Y.:						
Pennsylvania:							1st Mortgage Coupon	1,400,000	7	April & Oct.	New York.	1876	---
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia.	1880	99 1/2	St. Louis, Alton & Terre Haute:						
2d Mortgage	2,321,000	6	April & Oct.	"	1875	97 1/2	1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York.	1894	93
2d Mortgage Sterling	2,283,840	6	"	London.	1875	---	" (series B)	1,100,000	7	April & Oct.	"	1894	"
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg.	1894	102	2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	83
Penobscot and Kennebec:							" (series D)	1,400,000	7	May & Nov.	"	1894	"
Bangor City 1st Mortg. (Coupon)	681,000	6	April & Oct.	Boston.	'74-'75	---	" Income (series E)	1,700,000	7	"	"	1894	75
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor.	1876	---	Toledo, Peoria & Warsaw:						
Petersburg and Lynchburg (S. Side):							1st Mortgage	1,600,000	7	June & Dec.	New York.	1894	---
State (Va.) Loan (S. F.)	800,000	7	"	---	---	---	Terre Haute and Richmond:						
1st Mortgage (1859-'70-'75)	385,000	6	"	---	var.	---	1st Mortgage (convertible)	60,000	7	March & Sept.	New York.	1866	---
2d Mortgage (1862-'70-'72)	378,000	6	"	---	var.	---	Toledo and Wabash:						
Special Mortgage (1866-'68)	175,000	6	"	---	var.	---	1st M. (Toledo and Wabash)	900,000	7	Feb. & Aug.	New York.	1865	90
Last Mortgage (1861 to 1869)	133,500	8	"	---	var.	---	1st M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1865	"
Phila., Germantown and Norris'n:							2d M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	80
Consolidated Loan	119,800	6	Jan. & July.	Philadelphia.	1885	105	2d M. (Wabash and Western)	1,500,000	7	"	"	1873	"
Convertible Loan	292,500	6	"	"	1885	119	Sinking Fund Bonds	152,355	7	"	---	86	---
Philadelphia and Reading:							Equipment bonds	600,000	7	"	---	68	---
Bonds of 1836 (unconvertible)	408,000	5	Jan. & July.	Philadelphia.	1867	---	Vermont Central:						
" 1836	182,400	5	"	"	1880	---	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston.	1861	110 1/2
" 1849	2,695,600	6	April & Oct.	"	1870	96 1/2	2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	40
" 1861	106,000	6	Jan. & July.	"	1871	92 1/2	Vermont and Massachusetts:						
" 1843	1,525,800	6	"	"	1880	91 1/2	Mortgage Bonds	924,905	6	Jan. & July.	Boston.	1883	95 1/2
" 1844	804,000	6	"	"	1880	90 1/2	Vermont Valley:						
" 1845	101,000	6	"	"	1880	90 1/2	1st Mortgage	386,000	7	April & Oct.	---	1860	---
" 1849	67,000	6	"	"	1880	90 1/2	2d Mortgage	114,000	6	"	---	1860	---
" 1857 (convertible)	416,500	6	"	"	1886	104 1/2	2d Mortgage	293,200	7	"	---	1859	---
" 1859	60,000	7	"	"	1888	---	Virginia Central:						
Phila., Wilmington and Baltimore:							Mort., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond.	1880	---
Mortgage Loan	496,000	6	Jan. & July.	Philadelphia.	1884	95 1/2	Mortgage (coupons)	206,500	5	"	Richm'd &	1872	---
Pittsburg and Connellsville:							Mortgage (coupons)	983,000	6	"	New York.	1884	---
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York.	1889	74 1/2	State Loan 1859-'60	210,000	6	"	Richmond	---	---
Pittsburg, Ft. Wayne and Chicago:							Coupon bonds of 1863	35,000	8	"	"	1876	---
1st Mortgage (series A)	875,000	7	Jan. & July.	New York.	1912	101 1/2	Funding Interest bonds	83,125	8	"	"	'70-'77	---
" (series B)	875,000	7	Feb. & Aug.	"	1912	"	Dividend bonds	122,613	6	"	"	'65-'75	---
" (series C)	875,000	7	Mar. & Sept.	"	1912	"	Bonds not secured by mort.	61,584	6	"	"	due.	---
" (series D)	875,000	7	April & Oct.	"	1912	"	Virginia and Tennessee:						
" (series E)	875,000	7	May & Nov.	"	1912	"	State (Va.) Loan	1,000,000	6	Jan. & July.	Richmond.	1887	---
" (series F)	875,000	7	Jun. & Dec.	"	1912	"	1st Mortgage	600,000	6	"	New York.	1872	---
" (series G)	860,000	7	Jan. & July.	"	1912	94	2d or Enlarged Mortgage	1,000,000	6	"	"	1884	---
" (series H)	860,000	7	Feb. & Aug.	"	1912	"	Salt Works Br. Mort. due '58-'61	208,000	6	"	Lynchburg.	var.	---
" (series I)	860,000	7	Mar. & Sept.	"	1912	"	Warren (N. J.):						
" (series J)	860,000	7	April & Oct.	"	1912	"	1st Mortgage	650,000	7	Feb. & Aug.	New York.	1875	---
" (series K)	860,000	7	May & Nov.	"	1912	"	Warwick Valley, N. Y.:						
" (series L)	860,000	7	June & Dec.	"	1912	"	1st Mortgage	60,000	7	April & Oct.	New York.	1880	87 1/2
" (series M)	860,000	7	April	"	1912	88	2d Mortgage	25,000	7	Jan. & July.	Chester.	1871	70
Bridge Bonds	163,500	7	May & Nov.	Philadelphia.	1876	---	Watertown and Rome:						
Pittsburg and Steubenville:							Mortgage (new bonds)	800,000	7	March & Sept.	New York.	1880	---
Mortgage	800,000	7	Feb. & Aug.	New York.	1865	75	Western (Mass.):						
Potomac and Watertown:							Sterling (\$289,900)	4,519,520	5	April & Oct.	London.	'68-'71	---
1st Mortgage	1,000,000	7	June & Dec.	New York.	'64-'74	---	Dollar Bonds	950,000	6	"	Boston.	1875	99 1/2
Quincy and Chicago:							Albany City Bonds	1,000,000	6	Jan. & July.	"	'66-'76	100 1/2
1st Mortgage	1,230,000	---	---	---	1878	---	Elmira and Williamsport:						
Racine and Mississippi							1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	96 1/2
1st Mortgage (Eastern Division)	680,000	8	"	New York.	---	---	Wilmington and Manchester:						
1st Mortgage (Western Division)	767,000	8	"	"	1875	35	1st Mortgage	596,000	7	May & Nov.	New York.	1866	---
Raleigh and Gaston:							2d Mortgage	200,000	7	"	"	1872	---
Cenon	100,000	---	---	---	1862	---	Wilmington and Weldon:						
Richmond, Fred. and Potomac:							Mortgage, payable in England	443,555	6	Jan. & July.	London.	1863	---
Sterling (\$297,000)	324,000	6	"	---	1860	---	Sterling, issued in 1868	144,500	6	"	---	1868	---
							Company's endorsed by State.	160,000	6	"	---	1878	---



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in "italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.				Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.	Dividends.	Price of
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Borrowed and Mortgage Debt.	Other Liabilities.									
M.	M.	M.	M.	No.	No.	No.	\$	\$	\$	\$	\$	\$	\$	\$	M.	M.	\$	\$	p. c.				
ALABAMA.																							
30 Jun. '60	65.0				50.6			Alabama and Florida	1,451,336			877,963	508,500	106,256	1,515,704	54.0		101,102	37,866				
28 Feb. '60	30.3				58.1	2	19	Alabama and Mississippi	461,505	30,991		335,010	109,500	21,632	518,966	30.3		55,791	31,852				
31 May '60	109.6				57.8	11	102	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6		207,626	111,232				
30 Jun. '60	57.0				171.3			Mobile and Girard	1,600,000							57.0	236,791	76,773	21,006				
1 May, '61	469.3	13.5			49.4	40	28	Mobile and Ohio	12,000,000								1,402,868	695,370					
30 Feb. '60	88.5	28.4			23	14	283	Montgomery and West Point	1,838,718	427,205	100,000	1,419,769	922,622	23,579	2,582,506	116.9		506,156	260,269	6			
ARKANSAS.																							
2 Nov. '58	38.5				107.5			Memphis and Little Rock	558,877			351,524	446,000	10,725	811,949								
CALIFORNIA.																							
30 Dec. '60	22.5							Sacramento Valley	1,495,850			793,350	700,000		1,493,850	22.5		230,251	104,594				
CONNECTICUT.																							
31 July '65	23.8		1.9		6	5	47	Danbury and Norwalk	846,798	66,483	8,266	306,900	100,000			23.8	53,955	108,333	26,249	3			
31 Jan. '66	122.4		17.7	75.1	18	20	310	Hartford, Provid. and Fishkill	3,902,356	302,511		2,037,940	1,936,740			122.4	319,433	644,725	166,789				
30 Nov. '66	61.4	10.2			25	42	434	Hartford and New Haven	3,129,047			3,129,047	3,060,000	927,000		3,927,000	75.2	1,501,804	633,483	12	175		
31 Dec. '65	74.0				10	12	261	Housatonic	2,439,775			347,819	2,000,000	292,500	160,848	2,787,594	124.0	192,989	478,095	66,463			
31 Dec. '65	57.0				8	11	188	Naugatuck	1,465,639			1,100,000	295,000		34,065	159,074	419,469	135,922	10				
28 Feb. '66	50.0				4	10	30	N. Haven, N. London and Ston.	1,454,040			738,538	766,000			62.0	67,143	—	—				
30 Nov. '66	85.0	5.8			8	3	22	New Haven and Northampton	2,379,606			1,234,100	650,000			1,874,100	30.0	60,067	79,856	—			
30 Nov. '66	100.0				14	16	150	New London Northern	658,508		10,607	895,000	358,283	122,500	1,370,783	100.0	228,845	332,570	58,064	8	85		
31 Mar. '66	61.3	1.0	63.8		34	77	412	New York and New Haven	4,656,302	970,220	855,456	5,000,900	2,000,000	140,785	8,081,181	117.4	629,209	1,982,213	549,834	9	113		
30 Nov. '66	59.4	7.0	—	—	19	19	456	Norwich and Worcester	2,463,983	149,711	666,663	2,363,900	555,000	6,112	3,380,357	60.4	366,149	750,678	260,523	10	115		
DELAWARE.																							
31 Oct. '60	84.3				10.7			Delaware	1,552,257			406,132	870,000	271,877	1,007,684	84.3	136,631	183,970	41,406				
31 Oct. '62	16.2							Newcastle and Frenchtown	704,860		18,585	744,520			6,024	749,544		27,283	10,300	9			
FLORIDA.																							
20 Apr. '60	154.2				150			Florida															
30 Apr. '60	32.0				3.0	13.0	8	Florida and Alabama	532,791	30,586		191,485	195,000	75,894	619,112	32.0		7,867	3,535				
— '62	59.9				5.0			Flo., Atlantic and Gulf Central															
— '62	100.0	3.9			10.0	153.5		Pensacola and Georgia															
GEORGIA.																							
30 Jun. '66	56.7				16	6	85	Atlanta and West Point	1,290,079		96,462	1,232,700	36,500	22,751	1,296,541	56.7		415,411	54,848	4			
— '62	92.6				8.7	70.9		Atlanta and Gulf—M. Trunk															
31 Dec. '60	53.0							Augusta and Savannah	1,032,200			733,700	129,500			53.0		168,988	95,612				
30 Apr. '60	43.5				23.7			Brunswick and Florida	755,000			151,887				43.5							
30 Nov. '60	191.0				53	62	697	Central of Georgia (and Bank)	4,366,900			4,366,900			6,590,178	229.0	879,468	1,715,025	764,574	10			
31 Mar. '60	171.0	61.0						Georgia (and Bank)	4,156,000		1,003,650	4,156,000	312,500		8,123,343	232.0	1,159,188	628,043	8				
30 Nov. '60	102.5				19	16	171	Macon and Western	1,600,000			1,600,000		12,295	1,658,976	102.5	223,241	404,618	212,676	19			
31 July '59	50.0				7	2	107	Muscogee	774,244	162,534		669,950	249,000		1,026,888	50.0		202,714	110,516	8			
1 May, '58	68.1				3	4	33	Savannah, Albany and Gulf	1,386,634	52,374		1,275,901	10,200	180,621	1,473,140	71.6							
31 July '60	106.1	100.8			18	22	201	South Western	3,770,425			2,921,900	896,500	19,913	3,822,913	228.8		388,853	13				
30 Sep. '59	138.0				52	24	705	Western and Atlantic	5,901,497			—	—	—	—	138.0		832,343	454,541				
ILLINOIS.																							
31 Dec. '65	230.0				66	32	1,098	Chicago and Alton	8,309,919		1,699,305	4,208,600	4,019,000	489,226	10,008,224	230.0	1,450,280	3,540,092	1,833,517	81	108		
30 Apr. '66	317.0	83.0	47.0		111	54	2,142	Chic., Burlington and Quincy	12,977,652	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,983,580	3,175,553	2,799,435	31	84		
31 May '66	242.0	68.0			154	94	3,145	Chicago and North Western	37,323,791		2,356,680	26,155,641	12,020,483	825,398	39,680,452	242.0	6,820,760	1,802,272					
31 Mar. '66	181.8				65	71	1,305	Chicago and Rock Island	8,050,132		2,265,532	6,500,000	1,448,000		10,315,764	223.4	1,234,851	3,154,236	1,442,781	10	33		
31 May '66	174.5	5.5	14.3		21	22	604	Great Western	4,039,561			1,948,561	2,350,000		4,214,342	102.5		742,097	877,470				
31 Dec. '65	464.8	252.5			148	76	3,397	Rhino Central	30,529,844			23,374,406	13,231,500		40,668,060	708.3	3,507,466	7,181,208	2,174,924	10			
31 Dec. '65	118.0				112	15	6	Toledo, Peoria & Warsaw	4,353,624	525,000	92,207	3,104,654	1,600,000	114,982	4,970,931	111.0	224,563	680,338	250,186		114		
31 Dec. '65	195.0	14	12.2		46	30	1,002	St. Louis, Alton & Terre Haute	10,700,000			4,000,000	6,700,000		10,700,000	200.0		2,240,744	488,568		30		
INDIANA.																							
31 Aug. '65	132.0				41	23	765	Chicago and Great Eastern			1,699,305	4,208,600	4,019,000	489,226	10,008,224	230.0	1,450,280	3,540,092	1,833,517	81	108		
30 Apr. '66	317.0	83.0	47.0		111	54	2,142	Chic., Burlington and Quincy	12,977,652	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,983,580	3,175,553	2,799,435	31	84		
31 May '66	242.0	68.0			154	94	3,145	Chicago and North Western	37,323,791		2,356,680	26,155,641	12,020,483	825,398	39,680,452	242.0	6,820,760	1,802,272					
31 Mar. '66	181.8				65	71	1,305	Chicago and Rock Island	8,050,132		2,265,532	6,500,000	1,448,000		10,315,764	223.4	1,234,851	3,154,236	1,442,781	10	33		
31 May '66	174.5	5.5	14.3		21	22	604	Great Western	4,039,561			1,948,561	2,350,000		4,214,342	102.5		742,097	877,470				
31 Dec. '65	464.8	252.5			148	76	3,397	Rhino Central	30,529,844			23,374,406	13,231,500		40,668,060	708.3	3,507,466	7,181,208	2,174,924	10			
31 Dec. '65	118.0				112	15	6	Toledo, Peoria & Warsaw	4,353,624	525,000	92,207	3,104,654	1,600,000	114,982	4,970,931	111.0	224,563	680,338	250,186		114		
31 Dec. '65	195.0	14	12.2		46	30	1,002	St. Louis, Alton & Terre Haute	10,700,000			4,000,000	6,700,000		10,700,000	200.0		2,240,744	488,568		30		
IOWA.																							
31 Aug. '65	132.0				41	23	765	Chicago and Great Eastern			1,699,305	4,208,600	4,019,000	489,226	10,008,224	230.0	1,450,280	3,540,092	1,833,517	81	108		
30 Apr. '66	317.0	83.0	47.0		111	54	2,142	Chic., Burlington and Quincy	12,977,652	2,670,210	2,070,679	10,193,010	5,754,406	204,207	17,518,440	400.0	2,983,580	3,175,553	2,799,435	31	84		
31 May '66	242.0	68.0			154	94	3,145	Chicago and North Western	37,323,791		2,356,680	26,155,641	12,020,483	825,398	39,680,452	242.0	6,820,760	1,802,272					
31 Mar. '66	181.8				65	71	1,305	Chicago and Rock Island	8,050,132		2,265,532	6,500,000	1,448,000		10,315,764	223.4	1,234,851	3,154,236	1,442,781	10	33		
31 May '66	174.5	5.5	14.3		21	22	604	Great Western	4,039,561			1,948,561	2,350,000		4,214,342	102.5		742,097	877,470				
31 Dec. '65	464.8	252.5			148	76	3,397	Rhino Central	30,529,844			23,374,406	13,231,500		40,668,060	708.3	3,507,466	7,181,208	2,174,924	10			
31 Dec. '65	118.0				112	15	6	Toledo, Peoria & Warsaw	4,353,624	525,000	92,207	3,104,654	1,600,000	114,982	4,970,931	111.0	224,563	680,338	250,186		114		
31 Dec. '65	195.0	14	12.2		46	30	1,002	St. Louis, Alton & Terre Haute	10,700,000			4,000,000	6,700,000		10,700,000	200.0		2,240,744	488,568		30		
KENTUCKY.																							
31 Aug. '65	132.0				41	23	765	Chicago and Great Eastern															

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Price of shares.
	Main Line.	Lateral and Branch Lines.	2nd Track and Siding.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Gross.	Net.			
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.									
M.	M.	M.	M.	No.	No.	No.															P. c.		
MAINE.																							
30 Nov. '02	55.0				6	4	74	Androscoggin	1,050,000				151,883	444,638	205,584	757,831	63.5	76,344	79,761	43,461			
30 Jun. '00	149.0		25.0		41	17	249	Atlantic and St. Lawrence	7,654,089				2,494,900	3,471,560	1,985,870	7,952,330	149.0	878,878	1,116,118	177,878	45		
31 Dec. '05	63.0	9.5	8.0		12	11	120	Portland and Kennebec	3,000,000				1,000,000	2,000,000		3,000,000	109.5	274,410	530,316	97,709			
31 May, '05	99.7	9.5			18	15	233	Maine Central	4,212,201		57,091	1,447,060	2,733,800		4,301,457	109.2	171,568	489,592	219,302				
31 May, '05	51.8				12	4	119	Portland, Saco and Portsmouth	1,491,207		100,000	1,500,000			1,600,004	51.3	161,056	460,222	236,767	10 1/2			
MARYLAND.																							
30 Sep. '04	279.6	7.2			221	100	3,000	Baltimore and Ohio	21,371,451	3,621,756	14,689,906	16,151,962	9,420,530	1,022,969	39,633,113	286.8	3,493,876	8,577,692	5,307,183	10			
30 Sep. '04	30.0				167			Washington Branch	1,650,000			1,650,000			2,217,477	39.0		864,481	258,462	10			
31 Dec. '05	138.0	4.0	25.0		60	55		Northern Central	9,247,138	1,104,744	1,092,961	4,518,900	5,211,244	1,639,780	12,044,841	261.0	1,642,915	3,315,510	1,328,793	8			
MASSACHUSETTS.																							
30 Nov. '00					18	16	60	Boston, Hartford & Erie	12,510,917	412,896		11,877,060	8,201,350	47,980	20,126,330	94.9	113,400	84,579		13			
30 Nov. '00	26.8	1.8	16.8		28	41	554	Boston and Lowell	2,456,434	183,345		521,732	1,830,000	640,000	76,297	3,170,611	70.9	480,176	969,992	176,288	8		
30 Nov. '00	74.3	8.3	60.4		38	90	744	Boston and Maine	3,932,547	445,557	581,266	4,076,974			5,010,730	104.3	775,454	1,575,826	498,499	10			
30 Nov. '00	47.0	7.0	40.0		30	63	230	Boston and Providence	3,152,600	207,400	557,061	3,360,000	15,000		3,917,061	61.8	441,186	1,190,784	384,644	10			
30 Nov. '00	44.6	24.0	62.8		36	68	386	Boston and Worcester	4,062,584	437,416	1,259,810	4,500,000		401,619	5,759,510	53.6	728,470	1,914,729	490,201	10			
30 Nov. '00	46.0	1.1	2.7		7	17	58	Cape Cod Branch (par 60)	907,760	123,865	61,983	721,923		11,050	1,093,000	47.1	86,510	202,007	68,027	8 1/2			
30 Nov. '00	60.0	3.4	11.9		14	26	206	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	594	2,237,115	53.4	255,853	617,143	177,322	8			
30 Nov. '00	44.1	50.4	33.1		38	82	679	Eastern	4,462,999	606,090	407,611	5,478,300	1,848,400	271,200	6,426,700	94.5	805,800	1,422,167	477,714	8			
30 Nov. '00	51.0	42.5	76.1		29	38	472	Fitchburg	3,199,861	350,149	456,729	3,540,000			4,006,729	38.5	477,108	1,107,444	347,247	7			
30 Nov. '00	14.0		2.8		3	4	40	Fitchburg and Worcester	234,774	40,228		247,800	2,000	20,492	275,012	14.0	37,740	82,974	16,960	6			
30 Nov. '00	12.4		2.3		2	4	20	Lowell and Lawrence	382,833	30,276	7,027	200,000	75,000	3,558	370,134	(Op. by Boston & Lowell)				6			
30 Nov. '00	14.5	17.4			11	18	219	Nashua and Lowell	558,919	96,684	114,623	600,000		25,600	773,226	41.6	216,731	441,304	90,956	8			
30 Nov. '00	20.1	1.2	1.2		4	19	70	New Bedford and Taunton	453,582	46,018	184,000	600,000	134,000		684,000	36.7	72,492	259,107	71,332	9			
30 Nov. '00	139.5	10.5	30.5		33	74	651	Old Colony and Newport	6,066,571	234,503		4,843,300	2,141,000	358,000	7,347,300	141.0	689,552	1,332,307	509,790	7			
30 Nov. '00	18.6		7.0		1	3		Pittsfield and North Adams	432,430	11,247		450,000			450,000	18.6	60,880	114,107	31,164	6			
30 Nov. '00	43.4	1.0	17.5		17	20	245	Providence and Worcester	1,453,586	802,798	48,606	1,750,000		55,000	1,805,000	44.4	290,190	701,147	153,414	8			
30 Nov. '00	16.9		1.7		3	4	197	Salem and Lowell	330,284	83,729	7,158	243,205	228,908	660	471,171	(Op. by B. & L. Co.)				1			
30 Nov. '00	11.1	0.6	1.2		3	12	76	Taunton Branch	210,273	39,727	35,695	250,000			285,695	11.7	50,279	243,676	62,826	8			
30 Nov. '00	6.1		36.5					Troy and Greenfield				923,942	979,308		(Surrendered to the C. & N. Y. Co.)								
30 Nov. '00	69.3	8.0	5.5		11	16	180	Vermont and Massachusetts	2,259,086	207,343	117,892	2,860,000	551,650		3,583,241	77.3	158,121	435,966	140,643	34			
30 Nov. '00	156.1	17.3	14.4		89	12	1,380	Western (Incl. Alb. & W.S. etc.)	10,087,212	880,116	5,223,176	6,710,800	5,946,020		17,190,535	166.1	1,690,062	3,932,017	1,406,791	10			
30 Nov. '00	46.7		10.6		11	14	226	Worcester & Nashua (par 33 1/3)	1,025,000	116,000		1,141,000		13,106	1,256,385	45.7	250,869	474,362	178,926	10 1/2			
NEW HAMPSHIRE.																							
31 Mar. '00	93.5		5.6		14	10	222	Boston, Concord and Montreal	2,850,000		349,233	1,800,000	1,050,000	31,216	3,199,233	93.5		422,829	134,871				
30 Nov. '00	53.6		8.0		18	16	246	Cheshire	2,787,442		189,307	2,085,925	677,400		2,967,749	76.6	417,001	629,622	101,259	24			
31 Mar. '00	34.5				21	22	494	Concord (par 350)	1,000,000		171,775	1,500,000			1,671,775					8			
31 Mar. '00	26.9		2.8		2			Manchester & Lawrence	825,000	175,000	52,327	1,000,000			1,052,327	121.4	527,354	867,057	101,242	8			
31 Mar. '00	29.3		2.8		2	4	80	Merrimack and Conn. Rivers	698,258			698,258				82.7							
31 Mar. '00	90.2	13.0	12.5		23	12	458	Northern New Hampshire	3,068,400		740,296	3,068,400	151,400	254,341	3,308,096	82.2	387,789	615,728	215,973	9			
NEW JERSEY.																							
31 Dec. '00	64.2	11.0	8.1		74	95	171	Belvidere Delaware	3,425,075			997,112	2,193,000	229,472	3,449,585	75.2		595,459	141,448				
31 Dec. '00	61.2	42.4	74.9					Camden and Amboy	9,476,383		4,315,144	6,842,239	10,169,472	175,000		124.2		6,274,557	1,702,559	10			
31 Dec. '00	60.2				65	82	1,071	Camden and Atlantic	1,885,941			1,062,743	1,034,775	143,362	2,240,871	60.2		288,638	94,037				
31 Dec. '00	74.0	12.0	74.0		55	82	1,071	Central of New Jersey	11,849,791	1,283,773	528,171	10,885,949	1,509,000	838,636	13,961,735	86.0	1,187,978	3,075,390	1,287,596	10			
31 Dec. '00	63.0			45.5	24	25	274	Morris and Essex	6,537,322		145,427	3,199,050	3,084,775	108,104	6,682,719	63.0	314,000	680,456	166,670	7			
31 Dec. '00	33.8				35	98	180	New Jersey	3,390,329	817,568	1,804,556	5,000,000	855,000		6,512,444	33.8	638,632	1,770,562	789,015	10			
31 Dec. '00	21.3				2	6	17	Northern New Jersey	461,542			168,800	200,000	64,521	483,321	21.2	103,815	185,032	26,874				
31 Dec. '00	65.0	16.0						Raritan and Delaware Bay	3,975,489			2,520,700	1,408,800	604,885	4,684,285	81.2		320,444	108,444				
31 Dec. '00	19.2							Warren	2,008,300			1,408,300	600,000		2,008,300	18.2		272,695	118,133	54			
31 Dec. '00	38.5			47				West Jersey	1,558,483			588,400	400,000		1,376,400			255,693	56,593				
NEW YORK.																							
30 Sep. '00	32.0		4.5	55.0	9	12	153	Albany & Susquehanna	3,185,056	198,900		1,904,145	1,016,739	173,722	2,794,007	82.0	65,472	175,729	88,064	134			
30 Sep. '00	142.0		13.0		28	32	411	Buffalo, New York and Erie	3,399,088			950,000	2,880,000		3,399,088					108 1/2			
30 Sep. '00	93.3		15.9		34	37	697	Buffalo and State Line	2,287,838	518,576	650,000	2,200,000	1,200,000		3,400,000	88.3	499,448	2,266,084	687,228	10			
31 Dec. '00	140.0	97.0	33.0		332	133	5,335	Erie	47,644,351	5,645,544		25,105,800	22,370,982</										



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies a Running dot (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.				Dividends	P. & C. shares.
	Main Line.	Lateral and Branch Lines.	2d Track and Siding.	Road in progress or projected.	Engines.	Car.			Property and Assets.			Liabilities.			Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.						
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.				Gross.	Net.					
M.	M.	M.	M.	No.	No.	No.																		
PENNSYLVANIA.																								
31 Jan. '06	44.0	—	—	186.0	13	11	113	Allegheny Valley	2,350,723	232,046	293,573	1,948,400	614,000	818,542	2,876,342	44.0	134,201	356,277	123,892	—	—	—	10	
31 Dec. '05	387.0	103.0	—	117.0	139	96	3,059	Atlantic and Great Western	46,406,475	—	1,454,305	13,441,150	30,000,000	1,796,568	48,060,780	490.0	2,647,709	5,811,233	2,125,200	—	—	—	14	
31 Oct. '05	65.0	2.5	4.0	—	21	9	413	Catawba	3,634,000	—	—	3,350,000	279,000	—	3,629,000	69.6	240,418	370,223	149,887	—	—	—	8	
30 Sep. '05	74.0	—	5.4	—	13	12	106	Cumberland Valley	1,682,937	—	519,459	1,316,900	470,500	51,467	2,102,396	74.0	180,698	—	140,779	—	—	—	5	
31 Oct. '05	113.0	4.0	59.0	—	85	17	3,070	Del., Lackawanna and West'n	1,583,706	2,668,113	—	10,247,050	3,491,500	742,558	14,481,135	204.5	1,437,353	1,733,320	83,671	—	—	—	15	
31 Oct. '05	38.0	1.7	7.7	—	9	6	88	East Pennsylvania	1,737,765	161,589	—	904,400	598,400	44,858	1,247,688	37.7	161,484	380,748	201,072	—	—	—	5	
31 Dec. '05	78.0	—	10.0	—	18	—	—	Elmira and Williamsport	2,620,000	—	—	1,000,000	1,620,000	—	2,620,000	18.5	149,538	454,480	133,683	—	—	—	10	
31 Oct. '05	18.5	—	8.0	—	—	—	—	Erie and Northeast	700,000	—	—	900,000	400,000	—	1,000,000	18.5	149,538	454,480	133,683	—	—	—	10	
31 Oct. '05	81.0	2.0	4.3	—	13	11	349	Erie and Pittsburgh	1,696,921	477,016	—	664,300	1,250,000	300,000	2,214,300	83.0	176,032	490,220	199,200	—	—	—	7	
31 Oct. '05	32.0	—	—	—	4	2	14	Harrisburg and Lancaster	1,832,550	—	—	1,832,550	700,000	—	1,832,550	64.0	oper. by Penn. R.R. Co.	—	1,196	—	—	—	—	
31 Oct. '05	44.0	14.5	11.7	—	16	2	133	Hempfield	1,616,459	41,341	—	1,809,565	500,000	109,000	2,409,565	32.0	30,875	53,829	1,196	—	—	—	—	
31 Oct. '05	80.0	2.0	34.5	—	20	6	1,278	Huntingdon and Broad Top	2,089,328	—	—	656,180	1,436,082	389,318	2,510,530	58.5	173,778	352,213	78,702	—	—	—	—	
31 Oct. '05	70.0	17.5	64.0	—	62	12	2,873	Lackawanna and Bloomsburg	3,735,618	40,714	—	1,835,000	2,376,726	121,409	3,733,134	82.0	173,037	633,015	60,201	—	—	—	—	
31 Oct. '05	28.3	—	8.0	—	—	—	—	Lehigh Valley	7,804,068	2,037,526	—	6,632,250	1,477,000	—	8,109,250	67.5	647,080	3,049,860	1,611,630	—	—	—	10	
31 Oct. '05	130.5	—	63.3	—	31	—	—	Little Schuylkill	1,466,283	—	—	2,046,100	900,000	78,555	3,624,655	oper. by Reading R.R.	—	—	—	—	—	—	8	
31 Oct. '05	55.5	14.2	13.9	—	22	29	686	Mine Hill and Schuylk. Haven	3,708,200	—	—	3,708,200	—	—	3,708,200	—	—	—	—	—	—	—	—	
31 Dec. '05	354.3	38.7	473.4	—	352	141	5,999	North Pennsylvania	5,671,164	665,004	193,031	3,150,150	3,105,785	218,386	6,529,199	69.8	318,861	875,064	412,353	—	—	—	35	
31 Dec. '05	17.0	3.0	22.0	—	18	42	119	Pennsylvania	28,434,510	3,375,024	14,041,462	20,000,000	16,750,124	3,651,447	45,850,796	339.2	6,604,300	17,439,169	1,189,111	—	—	—	10	
31 Oct. '05	287.5	—	55.0	—	89	38	1,116	Phila., Germant'n & Norrist'n	1,139,079	288,439	—	1,476,300	153,000	—	1,629,300	24.0	311,691	660,789	336,376	—	—	—	8	
30 Nov. '05	93.0	59.5	233.2	—	254	68	7,082	Phila. and (Sunbury) Erie	17,692,706	—	—	5,069,450	13,009,000	—	2,000	13,071,450	oper. by Penn. R.R. Co.	—	—	—	—	—	—	
31 Oct. '05	26.5	—	26.5	—	—	—	—	Philadelphia and Reading	22,280,948	3,765,774	4,661,353	20,240,873	6,900,668	—	30,608,075	471.8	3,688,309	11,149,519	4,812,271	—	—	—	10	
31 Oct. '05	96.0	—	83.6	—	162	85	938	Philadelphia and Trenton	1,336,236	—	—	999,200	200,000	—	1,199,200	28.2	177,433	1,030,482	345,891	—	—	—	10	
31 Oct. '05	62.5	—	11.4	89.5	12	11	84	Phila., Wilmington and Balt.	8,362,122	744,425	1,662,695	8,978,500	616,000	452,896	10,660,242	197.0	931,465	3,884,609	1,046,804	—	—	—	10	
31 Dec. '05	483.3	15.0	128.0	—	159	119	2,237	Pittsburg, Ft. Wayne & Chicago	2,361,564	198,820	—	1,774,773	1,500,000	64,208	3,784,101	72.0	272,638	394,333	130,361	—	—	—	9	
31 Dec. '05	28.0	—	6.2	—	—	—	—	Shamokin Valley & Pottsville	1,175,773	112,824	—	932,442	1,573,000	1,607,620	2,645,693	453.3	423,073	3,489,062	2,383,547	—	—	—	10	
31 Oct. '05	26.4	—	3.3	—	8	13	81	Westchester & Philadelphia	1,331,640	143,557	—	684,036	992,300	130,840	1,777,176	26.4	138,578	847,240	200,568	—	—	—	4	
31 Oct. '05	30.6	—	4.4	—	7	3	223	Witiga	821,200	212,788	—	437,800	328,000	26,292	780,092	30.6	112,409	303,223	128,826	—	—	—	4	
RHODE ISLAND.																								
31 Aug. '05	62.0	—	4.0	—	16	18	140	N. Y., Providence and Boston	2,568,000	—	—	1,755,281	500,000	—	—	62.0	340,600	625,641	169,823	—	—	—	12	
SOUTH CAROLINA.																								
31 Dec. '05	54.9	—	—	—	47.4	4	3	21	Charleston and Savannah	801,615	34,372	250,000	708,565	195,298	197,905	1,099,536	51.9	—	253,263	161,836	—	—	—	—
31 Dec. '05	109.6	—	—	—	13	9	176	Charlotte and South Carolina	1,710,045	—	—	1,201,000	884,000	—	—	109.6	—	241,190	125,371	—	—	—	—	
1 Jan. '06	143.2	21.3	—	—	—	—	—	Greenville and Columbia	2,439,769	324,161	—	1,429,008	1,145,000	345,546	—	104.6	—	321,190	125,371	—	—	—	—	
29 Feb. '06	102.0	—	—	—	—	—	—	North Eastern	2,011,652	—	—	985,748	960,410	108,172	2,057,326	102.0	—	96,145	—	—	—	—	—	
31 Dec. '05	136.0	100.0	—	—	47	34	343	South Carolina	8,511,957	466,408	549,110	5,819,275	8,554,798	447,491	9,827,976	242.0	—	1,312,738	587,532	—	—	—	—	
TENNESSEE.																								
30 Sep. '06	47.6	—	—	—	—	—	—	Central Southern (Tenn.)	1,021,439	58,133	—	506,214	614,000	99,110	1,137,707	47.6	—	29,967	19,187	—	—	—	—	
1899	30.0	—	—	—	12	10	171	East Tennessee and Georgia	3,637,367	—	—	1,299,873	2,020,000	200,000	—	140.0	—	318,718	187,466	—	—	—	—	
1899	140.0	—	—	—	10	10	128	East Tennessee and Virginia	2,310,035	156,284	—	636,654	1,902,000	390,407	—	130.3	150,142	297,808	149,167	—	—	—	—	
30 Jun. '06	271.6	19.4	20.0	—	62	41	349	Memphis and Charleston	5,966,206	844,284	448,922	5,812,725	2,856,890	1,462,314	11,068,391	291.0	405,061	1,274,307	624,142	—	—	—	—	
1899	216.0	16.0	20.0	—	3.9	9	242	Memphis and Ohio	2,259,267	141,144	—	670,000	1,361,000	145,000	—	—	—	—	—	—	—	—		
1899	100.0	—	80.6	55.8	40.1	7	5	Memphis, Clarksv. & Louisv.	2,000,000	100,500	—	298,721	740,000	—	—	59.4	89,870	177,256	60,029	—	—	—	—	
1899	59.0	—	—	—	—	—	—	Mississippi and Tennessee	1,137,400	—	—	798,235	654,949	319,518	—	47.4	54,175	83,129	44,666	—	—	—	—	
1899	47.4	—	2.3	—	4	6	40	Mississippi Central and Tenn.	892,710	82,908	—	317,447	632,500	22,369	—	24.2	30,065	23,808	13,892	—	—	—	—	
1899	34.2	—	7.0	—	12	2	81	McMinnville and Manchester	633,907	56,816	—	144,894	408,000	5,000	—	169.0	—	734,118	337,394	—	—	—	—	
30 Nov. '06	149.7	44.0	7.9	—	39	17	319	Nashville and Chattanooga	3,632,882	—	—	2,066,644	1,731,000	—	—	—	—	—	—	—	—	—	—	
1899	—	—	—	—	—	—	—	Nashville and North-western	—	76,016	76,016	—	—	—	—	—	—	—	—	—	—	—	—	
1899	45.8	—	4.2	11.7	5																			

## PREFERRED AND GUARANTIED R. R. STOCKS.

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price.
		Rate.	Paid.	
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	---
Atlantic & St. Lawrence (guarant'd)	2,494,900	6	6	---
Baltimore and Ohio, (pref.)	3,000,000	7	7	---
Berkshire (guarantied)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	1,340,400	6	61	---
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	---
Camden & Atlantic (preferred)	620,800	7	15	---
Catawissa (preferred)	1,150,000	7	30	---
Chesapeake (guarantied)	380,000	7	---	---
Cayuga & Susquehanna (guarant.)	343,500	7	---	---
Chesapeake and Delaware	2,017,825	7	---	---
Chicago & Alton (preferred)	2,425,400	7	7	107
Chicago & Northwestern (pref.)	12,994,720	7	7	60
Coechecho (preferred)	177,750	8	---	---
Ct. & Passumpsic Rivers, (pref.)	1,973,800	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	---
" (2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,500,000	---	---	---
Dubuque & Sioux City (preferred)	1,984,171	7	34	75
Elmira, Jeff. & Canandaigua (guar.)	500,000	---	---	---
Elmira & William-port (preferred)	500,000	---	---	---
Erie (preferred)	8,535,700	7	7	42
Hannibal & St. Joseph (preferred)	5,263,866	7	7	63
Harrisburg & Lancaster (guar.)	1,182,100	7	7	---
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	407,900	8	8	---
Kennebec & Portland (preferred)	872,000	6	---	---
Lackawanna & Bloomsburg (pref.)	500,000	7	---	---
Marquette & Cincinnati (1st pref.)	6,206,475	7	3	25
" (2d pref.)	3,819,772	7	3	20
Michigan S. & N. Indiana (guar.)	1,099,700	10	10	140
Mil. & Prairie du Chien (1st pref.)	3,032,000	8	8	90
" (2d pref.)	1,014,000	7	7	73
Milwaukee & St. Paul (preferred)	2,400,000	7	68	---
New Haven & Northampton (guar.)	1,010,000	---	---	---
New York & Harlem (preferred)	1,500,000	8	---	---
Niagara Br. & Canandaigua (guar.)	1,000,000	6	---	---
Petersburg & Ramapo (guarantied)	630,000	8	---	---
Peoria & Bureau Valley (guar.)	248,000	6	---	---
Philadelphia & Reading (pref.)	1,200,000	6	---	---
Philadelphia & Trenton (guar.)	1,551,800	7	7	---
Pittsburgh & North Adams (guar.)	1,000,000	6	94	---
Port, Saco & Portsmouth (guar.)	450,000	6	6	---
Rutland & Burlington (preferred)	1,500,000	6	6	---
" (preferred)	382,700	8	---	---
St. L., Alton & Terre Haute (pref.)	608,176	6	6	62
Toledo & Wabash (preferred)	1,700,000	7	7	62
Toledo, Peoria & Warsaw (1st pref.)	984,700	7	7	---
" (2d pref.)	1,650,232	7	7	---
Troy & Greenbush (guarantied)	908,422	7	7	---
Vermont & Canada (guarantied)	274,400	6	6	48
Warren (guarantied)	1,600,000	8	8	102
White Mountains (guarantied)	1,403,300	7	7	---
Wrightsv., Y. & Gettysburg (guar.)	200,000	5	5	---
	317,980	2	2	---

## CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable.	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,657,343	6 J. & J.	1880	92	
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870		
" " sterling	4,375,000	6 " "	1890		
Preferred bonds	1,700,000	6 " "	18--		
Delaware Division:					
1st Mortgage	800,000	6 J. & J.	1878	87	
Delaware & Hudson:					
Mortgage	641,000	6 M. & S.	1870	110	
Delaware & Raritan:					
See Camden & Amb.R.R.					
Erie and Penn.:					
Bonds	673,799	7 J. & J.	1865		
Interest Certificates	161,960	6 " "	1868		
Lehigh Navigation:					
1st Mortgage	414,157	6 Qtrly.	1870		
5 1/2 per cent. Loan	2,687,376	6 " "	1884	91	
Monongahela Navigation:					
1st Mortgage	125,000	6 J. & J.	1863		
2d Mortgage	57,000	6 " "	1865		
Morris:					
1st Mortgage	466,500	6 A. & O.	1870	93	
2d Mortgage	295,750	6 " "	---	92	
Boat Loan	99,882	6 " "	---	---	
North Branch:					
1st Mortgage	590,000	6 M. & N.	1876	80	
Schenectady Navigation:					
1st Mortgage	1,764,550	6 M. & S.	1872	90	
2d Mortgage	5,980,070	6 J. & J.	1882	90	
Improvement	1,601,970	6 M. & N.	1876	74	
Susquehanna & Tide Water:					
Maryland Sterling Loan	816,000	6 J. & J.	1865		
Md. stg. loan converted	200,376	6 " "	1865		
Mortgage bonds	993,000	6 " "	1878	65	
Preferred Interest b'ds.	227,569	6 " "	1878	21	
Union, (Pa.)					
1st Mortgage	3,000,000	6 M. & N.	1883	23	
West Branch & Susquehanna:					
1st Mortgage, s'g fund	450,000	6 J. & J.	1873	90	
Wyoming Valley:					
1st Mortgage	600,000	6 J. & J.	1873	86	

## CANAL AND NAVIGATION STOCKS.

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,562	95	---
Chesapeake and Ohio	100	8,228,595	---	---
Delaware Division	100	1,633,350	56	---
Delaware and Hudson	100	10,000,000	10	145
Delaware and Raritan	100	2,298,400	10	---
Erie of Pennsylvania	50	64,000	---	---
Illinois and Michigan	100	---	---	---
Lehigh Navigation	50	6,091,700	10	53
Monongahela Navigation	50	726,800	3	---
Morris, (consolidated)	100	1,025,000	10	75
" (preferred)	100	1,175,000	10	121
North Branch	100	---	---	---
Sault Ste Marie	100	---	---	---
Schenectady Navigation (consolid.)	100	1,908,207	21	---
" Navigation (preferred)	50	2,883,983	30	---
Susquehanna and Tide Water	50	2,043,200	14	---
Union	50	2,787,000	3	---
West Branch and Susquehanna	100	1,100,000	6	28
Wyoming Valley	50	750,000	16	58

## Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb.; Pig, 90 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1. (cash)	per ton 42 @ 45
Pig, American, No. 1	42 @ 45
Bar, Refined, English	95 @ 100
Bar, Sweden, assorted sizes (in gold)	95 @ 100
STORE PRICES.	
Bar, Sweden, assorted sizes	162 50 @ 165
Bar, English & American, Refined	112 50 @ 117 50
Bar, English & American, common	112 50 @ 107 50
Scroll, English	142 50 @ 170
Ovals and Half-round	137 50 @ 147 50
Band, English	142 50 @ 165
Horse Shoe	137 50 @ 142 50
Rods, English	117 50 @ 172 50
Hoop, English	147 50 @ 210
Nail Rod	per lb. 9 1/2 @ 10 1/2
Sheet, Russia	per lb. 15 @ 16
Sheet, English, Single, Double and Treble	6 1/2 @ 8
Rails, English (gold)	per ton 53 @ 54
Rails, American	82 50 @ 85
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3 1/2 cents per lb. and 10 per cent. ad. val.	
English, Cast (1st & 2d qty.)	per lb. 18 @ 22 1/2
English Spring (1st & 2d qty.)	10 1/2 @ 12
English Blister (1st & 2d qty.)	11 1/2 @ 20
English Machinery	13 1/2 @ 16
German	14 @ 16
American, Blister	11 1/2 @ 17
American, Cast, Hammered	19 @ 21
American, Cast, Rolled	12 @ 15
American Spring	15 @ 16
American Machinery	13 @ 14
COPPER—Duty: Pig, Bar and Ingot, 2 1/2; old Copper, 2 cents per lb.; Manufactured, 35 per cent. ad. val.; Sheathing Copper and Yellow Metal, in Sheets, 48 inches long and 14 inches wide, weighing 14 @ 34 oz. per square foot, 34 cents per lb.	
Sheathing, New (suits)	per lb. 38 1/2 @ 40
Sheathing, Yellow	27 @ 27
Pig, Chile	33 1/2 @ 40
Bolts	37 1/2 @ 40
Braziers	37 1/2 @ 40
American Ingot (cash)	27 @ 27 1/2
LEAD—Duty: Pig, 2 1/2 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena	per 100 lb. 6 @ 7
Spanish	6 70 @ 6 87 1/2
German Refined	6 70 @ 6 87 1/2
English	6 70 @ 7
Bar	per lb. 10 @ 10
Pipe and Sheet	10 @ 10 25
TIN—Duty: Pig, Bars and Block, 15 per cent. ad. val.; Plate and Sheets and Terne Plates, 25 per cent. ad. val.	
Banca	(gold) per lb. 23 1/2 @ 24
Straits	(gold) 21 1/2 @ 21 1/2
English	(gold) 21 1/2 @ 21 1/2
Plates, I.O. Charcoal, p. box. 9 25 @ 9 50 13 @ 13 50	
Plates, I. O. Coke	8 @ 8 75 11 @ 12
Plates, Coke Terne	6 75 @ 7 90 @ 9 75
Plates, Charcoal Terne	8 87 1/2 @ 9 12 50 @ 13
NAILS—Duty: Cut 1 1/2; Wrought 2 1/2; Horse Shoe 5 cents per lb. (Cash).	
Cut, 4d. @ 60d. (cash)	per 100 lb. 6 25 @ 6 50
Clinch	(cash) 7 15 @ 8
Copper	per lb. 43 @ 48
Ausable Horse, Norway Iron, Forged	23 @ 30
Zinc Nails (6 mo.)	20 @ 20
PETROLEUM—Duty: Crude, 20 cents; Refined, 40 cents per gallon.	
Crude, 40 @ 47 gravity	16 1/2 @ 17
Refined, free L. S. to White	27 @ 46
Ref'd, in bond, prime L. S. to White	27 @ 28
Ref'd, in bond, Standard White	28 @ 28
Naphtha, Refined (60 @ 65 gravity)	20 @ 21

## New York Stock Exchange.

## Actual Sale Prices for the week ending Mar. 6.

	Th 23.	F.1	Sat.2	M 4.	Tu.5.	W.6.
Atlantic M. S. S. Co.	82	80½	88½	82	81	79
At. & Gt. W. (O) 1st mt.	---	---	---	---	---	---
Buffalo, N. Y. & E., 1M.	---	---	---	---	---	---
California 7s	---	---	---	---	119	---
Canion Co.	44½	46½	47½	45	44	---
Central Am. Transit.	---	---	---	---	---	---
Chicago & Alton	107	106	106	106	106	---
" " pref.	---	---	---	107	---	107
" " 1 M.	100	100	---	---	---	---
" " S. F.	---	---	---	---	---	---
" " Inc. b'ds.	---	91	---	---	---	---
Chicago, Burl. & Q.	---	---	---	130	130	---
" " 8 p.c.	---	---	---	110½	---	---
Ohio, & Northwest	35½	35½	35½	35½	34½	33
" " pref.	65½	64½	65½	64½	62½	59½
" " 1st M.	---	---	87	---	---	85
" " 2d M.	---	---	---	---	---	---
" " S. F.	---	---	---	---	---	---
" " Consol.	82	---	---	---	82	80½
Chicago & Rock Isl.	96½	95½	95½	95½	93½	93½
" " 1st M. 70.	---	---	---	---	---	---
Olev., Col. and Cin.	100	---	---	---	---	---
Olev. & Pittsburg	79½	79½	82	81½	79½	79
" " 2 M.	---	---	---	---	---	---
" " 3 M.	60	---	---	---	---	---
" " 4 M.	---	---	---	---	---	---
Clev. and Toledo	118½	---	---	118	117½	116½
" " S. F. 7 p.c.	---	---	---	---	---	---
Cumberland Coal, pref.	30½	30½	---	---	---	25½
Del. & Hudson Canal	147	---	---	146	146	146
Del., Lack. & West.	---	---	---	---	---	---
" " 1M. 8 p.c. 71-6.	---	---	---	---	---	---
" " 2M. 8 p.c. 81	---	---	---	---	---	---
Erie	56	55½	55½	55½	53½	53½
" " pref.	---	---	---	72	---	70
" " 1 M. 7 p.c. 67	---	---	---	102	---	---
" " 2 M. 7 p.c. 79	---	---	---	---	---	---
" " 3 M. 7 p.c. 83	102½	---	---	---	100	---
" " 4 M. 7 p.c. 80	---	---	---	---	---	---
" " 5 M. 7 p.c. 88	---	---	---	---	---	---
Hudson River	138	---	140	---	137	137
" " scrip	---	---	---	---	---	---
" " 1M. 7 p.c. 69	---	---	---	---	---	---
" " 2M. S. F.	---	---	---	---	---	---
" " 3M. 7 p.c. 75	---	---	---	---	---	---
" " conv. bonds	---	---	---	---	---	---
Illinois Central	116½	116	116½	116	116	116
" " Can. b'ds.	99	---	---	---	---	---
" " bonds	102	---	---	---	---	---
Marietta & Cin. 1st pref.	26	---	---	---	---	---
" " 2d	---	---	---	---	---	---
" " 1st mort.	---	---	---	---	---	---
Mariposa Mining Co.	---	---	---	8½	8½	8½
Michigan Central	107½	---	---	107½	---	106½
" " S. F. 8 p.c. 82	---	---	---	---	---	110½
" " conv. 8 p.c. 69	---	103	---	---	---	---
M. S. and N. I.	72½	72½	73	72½	71½	71½
" " guar'd.	---	---	---	---	---	---
" " 1 M. S. F.	99½	99½	---	---	---	---
" " 2 M.	92½	---	---	---	---	---
Mil. and P. du Chen.	---	---	---	---	---	---
" " 1st pref.	---	---	---	---	---	---
" " 2d	---	---	---	---	---	---
" " 1st M.	56	---	---	---	---	---
Milw. and St. Paul.	---	34	34½	34	34	---
" " pref.	56½	56	---	54	54	53
" " 1st mort.	---	---	87½	---	---	---
" " 2d mort.	---	---	---	---	---	---
Miss. & Mo.	---	---	---	---	---	---
" " L.G. bonds.	---	---	---	---	---	---
Missouri 6s	92	92	88	88	83	90½
" " iss. to H. & St. J. R.	75½	---	79	---	---	---
" " Pacific	92½	---	92	88½	---	---
New York Central	103	102½	103	103½	102½	100½
" " Real Estate	---	---	---	---	---	---
" " 7s. S. F. 76.	---	---	---	---	---	---
" " 7s. conv. 76.	---	---	---	---	---	---
" " 6s. S. F. 78.	---	---	93½	---	---	---
" " 6s. S. F. 87.	---	---	---	---	---	---
N. York & Harlem	---	---	---	---	---	---
" " pref.	---	---	---	---	---	---
" " 1M. 7 p.c. 73	---	---	---	101	101	---
" " 2M. 7 p.c. 64	---	---	---	---	---	---
" " 3M. 7 p.c. 67	---	---	---	---	---	---
North Carolina 6s	---	---	---	---	---	---
" " ex-coupon.	50½	50	---	---	45½	---
" " new	50	50½	---	---	---	45½
Ohio & Miss. cer.	25½	25	26½	27	26½	26½
" " pref.	---	---	---	---	---	---
Pacific Mail S. S. Co.	130½	127	128	126½	121	118
Panama	281	---	---	---	---	---
Phila. and Reading	103½	103	103	102½	101½	101½
Pitta. Ft. W. & Chicago.	94½	94	94½	94½	98½	93½
" " 1M.	---	---	---	102	101½	---
" " 2M.	---	---	---	---	---	94
" " 3M.	---	---	---	---	---	---
Quicksilver Mining Co.	38½	---	38	37½	36	35
St. L., Alton & T. H.	---	---	---	---	80½	---
" " pref.	---	---	---	---	62	---
" " 1M.	93	---	---	---	---	---
" " 2M. pref.	---	---	---	---	83	---
" " Inc. b'ds.	---	---	---	---	---	---
Tennessee 6s. 1890.	---	64½	66½	66½	65	65
" " ex-coupon.	68½	68½	---	---	---	65
" " new	65½	65½	---	65½	---	64
Tol. Wab. & Western.	38½	---	38	36	---	34
" " pref.	---	---	---	---	---	62
" " 1M. ex.	---	---	---	---	---	---
" " 2M.	---	79½	---	80	---	---
" " Int. b'ds.	---	---	---	---	---	---
Virginia 6s	---	---	---	---	---	---



## New York Stock Exchange.

Actual Sale Prices for the week ending Mar. 6.

	Th. 23.	F. 1.	Sat. 2.	M. 4.	Tu. 5.	W. 6.
<b>FEDERAL STOCKS:</b>						
U. S. 5s, 1871, reg.	---	---	---	---	---	---
U. S. 5s, 1871, coup.	111	---	---	---	---	---
U. S. 5s, 1874, reg.	---	---	---	---	---	---
U. S. 5s, 1874, coup.	---	---	---	---	---	---
U. S. 5s, 1865, coup.	---	---	---	---	---	---
U. S. 5s, 10-40s, coup.	101	98	98	97	97	97
U. S. 5s, 10-40s, reg.	---	---	98	---	---	---
U. S. 5s, 1881, reg.	110	---	---	110	109	---
U. S. 5s, 1881, coup.	---	110	110	---	109	---
U. S. 5s, '81, O.W.L.	---	---	---	---	---	---
U. S. 5s, 1881, "47	---	---	---	---	---	---
U. S. 5s, 1867, reg.	---	---	---	---	---	---
U. S. 5s, 1868, reg.	---	---	---	---	---	---
U. S. 5s, 1868, coup.	---	---	---	---	---	---
U. S. 5s, 5-20s, c. 1862, 111	110	110	110	110	109	---
U. S. 5s, 5-20s, c. 1864, 108	---	---	---	108	107	---
U. S. 5s, 5-20s, c. 1865, 108	108	---	---	108	107	---
U. S. 5s, "reg., 108	108	---	---	108	108	---
7.30 Notes, 1st series, 105	105	---	---	105	105	---
" "2d series, 105	---	---	---	105	105	---
" "3d series, 105	105	---	---	105	105	---
American Gold	---	---	---	---	---	---

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Mar. 5.

	W. 27.	Th. 28.	F. 1.	Sat. 2.	M. 4.	Tu. 5.
<b>Cattawissa</b>						
" preferred	30	---	30	30	30	---
<b>Camden &amp; Amboy</b>						
" 1st	129	---	129	---	129	---
" "6s, '70	---	---	---	---	---	---
" "6s, '75	---	---	---	---	---	---
" "6s, '83	---	---	---	---	---	---
" "6s, '89	---	---	---	---	---	---
" mort. 6s, '89	---	---	---	---	---	---
<b>Ches. &amp; Del. Canal</b>						
6s, '88	92	---	---	---	---	---
<b>Del. Div. Canal</b>						
6s, '88	---	---	---	---	---	---
<b>Elmira &amp; W'msport</b>						
" pref.	---	---	---	---	---	---
" "7s	97	96	---	---	---	---
<b>Lehigh Navigation</b>						
" 6s, '84	64	---	---	---	---	---
<b>Lehigh Valley R. R.</b>						
" 6s	62	---	---	---	---	---
<b>Little Schuylkill R. R.</b>						
" 6s	33	---	---	---	---	---
<b>Long Island</b>						
" 6s	81	---	---	---	---	---
<b>Minehill</b>						
" 6s	66	---	---	---	---	---
<b>Morris Canal</b>						
" 6s	76	---	---	---	---	---
" pref.	---	---	---	---	---	---
" "7s	---	---	---	---	---	---
<b>North Pennsylvania</b>						
" 6s	---	---	---	---	---	---
" "10s, 119	---	---	---	---	---	---
<b>Northern Central</b>						
" 6s	46	---	---	---	---	---
<b>Pennsylvania R. R.</b>						
" 1st m.	56	56	56	56	56	56
" 2d m.	97	100	99	99	99	99
<b>Penn. State, 5s</b>						
" 6s, coupon	---	---	---	---	---	---
" "6s, W. L.	---	102	---	---	---	---
<b>Philadelphia City, 6s</b>						
" new, 101	100	101	101	101	101	101
" munici, 101	---	---	---	---	---	---
<b>Philad. Germ. &amp; Nor.</b>						
" 6s, '81	61	---	---	---	---	---
<b>Phila. &amp; Reading</b>						
" 6s, '86	61	61	61	61	61	61
" "6s, '70	---	---	---	---	---	---
<b>Philadelphia &amp; Erie</b>						
" 6s, '91	29	29	29	28	---	---
<b>Philad. &amp; Sunbury, 7s</b>						
" 6s, '82	22	---	---	---	---	---
<b>Schuylkill Navigation</b>						
" pref. 32	32	---	---	---	---	---
" "6s, '82	---	---	---	---	---	---
" "6s, '76	---	---	---	---	---	---
" "6s, '72	90	---	---	---	---	---
<b>Susq. Canal</b>						
" 6s, '78	63	63	63	61	---	---
<b>Union Canal, pref.</b>						
" 6s, '83	---	---	---	---	---	---
<b>West Br. Canal</b>						
" 6s, '78	---	---	---	---	---	---
<b>Wyoming Valley Canal</b>						
" bonds	---	---	---	---	---	---
<b>Hestonville, (Horse)</b>						
" 14	14	13	---	13	13	---
<b>Chestnut &amp; Wal.</b>						
" 82	---	---	---	---	---	---
<b>Green &amp; Coates</b>						
" 82	---	---	---	---	---	---
<b>2d and 3d streets</b>						
" 82	---	---	---	---	---	---
<b>Spruce &amp; Pine</b>						
" 82	---	---	---	---	---	---

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Mar. 5.

	W. 27.	Th. 28.	F. 1.	Sat. 2.	M. 4.	Tu. 5.
<b>Baltimore City 6s, 1875</b>	99	99	99	99	99	99
" "1886	97	98	---	98	---	98
" "1870	---	---	---	---	---	---
" "1890, 100	100	100	100	100	100	100
<b>Balt. and Ohio</b>						
" "b'ds, '82	---	---	---	---	---	---
" "b'ds, '87	---	---	---	---	---	---
" "b'ds, '75	---	---	---	---	---	---
" "b'ds, '80	---	---	---	---	---	---
" "b'ds, '85	97	99	98	---	---	---
<b>Northern Central</b>						
" "b'ds, 1885	55	---	---	---	---	---
" "b'ds, 1900	---	---	---	---	---	---
<b>City Passenger R. R.</b>	18	18	18	18	---	---

## Boston Stock Exchange.

Actual Sale Prices for the week ending Mar. 6.

	Th. 23.	F. 1.	Sat. 2.	M. 4.	Tu. 5.	W. 6.
<b>Boston and Lowell</b>	117	---	---	---	---	---
<b>Boston and Maine</b>	182	181	180	182	---	---
<b>Boston and Providence</b>	185	---	---	---	---	---
<b>Boston and Worcester</b>	---	---	143	143	---	---
<b>Cheshire, pref.</b>	---	---	58	---	---	57
<b>Concord</b>	---	---	---	---	---	---
<b>Connecticut River</b>	---	---	---	---	---	---
<b>Eastern, Mass.</b>	108	108	108	---	108	---
<b>Eastern, N. H.</b>	---	---	---	---	---	---
<b>Fitchburg</b>	119	---	---	---	119	---
<b>Manchester &amp; Lawrence</b>	---	---	---	---	---	---
<b>Michigan Central</b>	---	---	---	---	---	---
<b>Northern, N. H.</b>	---	---	---	---	105	---
<b>Old Colony &amp; Newport</b>	98	98	---	97	97	---
<b>Ph. Wil. &amp; Baltimore</b>	56	56	55	55	55	---
<b>Port'd, Saco &amp; Ports</b>	---	---	---	---	101	---
<b>Vermont &amp; Canada</b>	100	100	100	---	---	---
<b>Vermont &amp; Mass.</b>	56	56	56	---	56	---
<b>Western</b>	---	---	---	---	13	---
<b>Broadway (Horse)</b>	---	---	---	---	---	---
<b>Cambridge</b>	---	---	---	---	---	---
<b>Metropolitan</b>	52	53	---	---	---	---
<b>Middlesex</b>	---	---	---	---	---	---
<b>Central Mining Co.</b>	---	---	---	---	---	---
<b>Copper Falls</b>	74	70	32	27	25	---
<b>Franklin</b>	25	30	33	27	29	---
<b>Huron</b>	36	26	---	24	32	20
<b>Isle Royale</b>	---	---	---	---	---	---
<b>National</b>	9	---	---	---	---	---
<b>Minnesota</b>	---	11	---	---	---	---
<b>Pewabic</b>	24	23	---	21	---	22
<b>Pittsburg</b>	---	---	42	---	---	---
<b>Quincy</b>	34	35	33	34	35	---
<b>Rockland</b>	10	10	---	9	---	---

## London Stock Exchange.

The following were the closing prices for American Securities on the 8th and 15th of February.

	Closing Prices—	Feb. 8.	Feb. 15.
U. S. 5-20 yrs, 1882, 6 per cent	72 1/2 @ 72 1/2	73 1/2 @ 73 1/2	74 1/2 @ 74 1/2
Virginia State 5 per cent	49 @ 51	50 @ 51	50 @ 51
Atl. & Gt. Western, N. Y. sec, 1st	---	---	---
mort., 1880, 7 per cent	55 @ 60	45 @ 50x	45 @ 50x
Do. do., 2d mort., 1881	55 @ 60	45 @ 50x	45 @ 50x
Do. Penn., 1st mort., 1877	55 @ 60	45 @ 50x	45 @ 50x
Do. do., 2d mort., 1882	55 @ 60	45 @ 50x	45 @ 50x
Do. consold. mort. bonds, 1880	30 @ 31	26 @ 27	26 @ 27
Erie shares, \$100 (all paid) 8 p. c.	39 @ 40	39 @ 39 1/2	39 @ 39 1/2
Do. convertible bonds, 6 p. c.	70 @ 72	71 @ 73	71 @ 73
Do. 3d mort., 1883, 7 p. c.	68 @ 70	69 @ 71	69 @ 71
Illinois Central, 6 p. c., 1875	82 @ 85	84 @ 86	84 @ 86
Do. 7 p. c., 1875	72 @ 74	73 @ 75	73 @ 75
Do. \$100 shares (all paid)	80 @ 81	78 @ 79	78 @ 79
Marquette & Cin. R. R. bonds, 7 p. c.	68 @ 70	68 @ 70	68 @ 70
Mich. Cen convertible, 1880, 8 p. c.	68 @ 70	68 @ 70	68 @ 70
Do. S. F. 1st mort., 8 p. c., 1882	68 @ 70	68 @ 70	68 @ 70
New York Central \$100 shares	65 @ 70	---	---
Panama R. R. 2d mort., 1872, 7 p. c.	102 @ 104	102 @ 104	102 @ 104
Penn. R.R. bonds, 2d mort. con. 6 p. c.	89 @ 91	89 @ 91	89 @ 91
Do. 50 shares	35 @ 40	35 @ 40	35 @ 40
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	76 @ 78	77 @ 79	77 @ 79
Do. with option to be paid in Phil.	76 @ 78	77 @ 79	77 @ 79

## American Railroad Journal.

Saturday, March 9, 1867.

## Stock Exchange and Money Market.

The supply of money has been on the increase, gaining rapidly on the current wants of responsible borrowers, but the disposition to grant accommodation has been rather lessened by the numerous reports of National bank troubles and defalcations, and of mercantile failures of more or less importance. The action of the late Congress on political and currency measures has tended to strengthen, rather than diminish, public confidence, as is indicated by the sudden fall in gold, without any correspondingly severe depression in the funded obligations of the Government. The ruling price of call loans has been six per cent., with exceptional negotiations at one per cent. above and below this figure. Mercantile paper has been in less request and rather more sharply scrutinized. The minimum rate on prime short date notes has been seven per cent. per annum; and on names ranking as strictly good 7 1/2 @ 8 per cent. per annum have been the quotations. The city banks have been moving steadily in favor of an easy market. The last weekly statement

showed an increase of \$2,342,487 in the loans, and \$288,292 in the circulation, with a decrease of \$1,934,075 in the specie reserve, chiefly due to the customs drain, \$401,433 in the deposits, and \$139,700 in the legal tender reserve. The specie reserve of the banks is now \$11,579,381, against \$17,181,130, same time last year. The city bank deposits are now \$198,018,914, against \$181,444,378 week ending Feb. 24, 1866. The legal tender reserve amounts to \$63,014,195, against \$58,760,145 same time last year. The circulation now stands at \$33,294,433, against \$22,994,086 same time last year. The loans are now \$260,166,436, against \$235,339,412 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$77,689,089 a day, against a daily average of \$73,929,014 the preceding week, and \$75,980,638 the week ending with Feb. 9. The current week's exchanges average about \$98,000,000 a day.

The main changes in the Philadelphia Bank footings, last week, were as follows: Decrease of loans, \$415,543; increase of legal tender reserve, \$313,059; increase of deposits, \$721,375; decrease of specie, \$14,350; and increase of circulation, \$15,166.

National Bank notes to the amount of \$171,000 were issued last week, making the total issue to 1,663 banks thus far \$301,835,421, against \$282,555,440 at the close of the last fiscal year, June 30, 1866. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$2,811,032, leaving, with the existing 1,650 banks, an actual circulation at this date, of \$299,024,399. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$340,349,450; and for the public deposits, \$38,761,450—making a total of \$379,110,950. The Treasury Department, last week, redeemed and destroyed over \$270,000 of worn and mutilated fractional currency, and issued \$314,000 worth of new.

The U. S. Sub-Treasury receipts, week ending with March 2, were \$17,580,658, including \$3,152,289 from customs duties; payments, \$40,666,248; an unusually heavy outflow; balance at the close of the week, \$109,866,761, against \$132,952,351 at the close of the preceding week. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$3,955,696, and payments, \$4,142,290; on Tuesday, receipts, \$763,000; payments, \$772,960. The balance at the close of business on Tuesday stood at \$110,606,107, against \$128,024,061 a week previous.

Government revenues have been again quite prolific, during the past week. The excises, last week, yielded over \$4,650,000, against \$2,460,320, the preceding week; customs at the port of New York, \$3,152,288, and at the outports, about \$1,104,000 (in coin) more, making the grand total income for the week equal about \$10,502,000 in currency, against disbursements of over \$3,926,769 on account of the three leading executive departments. The total receipts of the National Treasury, from excises, since July 1, 1866, have been about \$208,150,000.

The Compound Interest note bill passed by Congress and signed by the President, provides for the issue of \$50,000,000 of three per cent. loan certificates, instead of \$100,000,000, and

abolished that provision of the House bill which forbade the payment of interest by a bank holding the deposits of another bank.

The Gold Market has been very severely depressed, since our last. The speculative demand has failed to sustain the buoyancy of prices. The customs inquiry has been quite brisk, but has been promptly met. The extremes of the week have been from 140 $\frac{3}{4}$  on Thursday, Feb. 28, to 135 $\frac{1}{2}$  on Wednesday, March 6, indicating a fall of nearly 5 per cent. within the week. The bear operators have been putting out short contracts quite freely against the immediate future of the market. The closing rate on Wednesday was 135 $\frac{1}{2}$ , on a weak and irregular market. The total imports of specie from Europe, and other foreign ports since Jan. 1, 1867, have been about \$204,000. The customs demand for Gold last week, averaged \$525,381 a day; thus far, this week, it has been equal to \$915,627 a day, or equal to a weekly aggregate of \$5,498,762. The arrivals of specie from Europe, Havana and other foreign ports, during the past week reached only \$20,000, and from California, \$828,514. The total customs revenue of the Government, in coin, at this port since July 1, 1866, has been \$84,024,093, against \$91,686,514 same time in the preceding fiscal year. The total receipts of California gold at this port since July 1, 1866, have been \$30,209,325, against \$17,750,791 same time last year, showing an increase this year, of \$12,458,534. The exports of specie from this port, last week, were \$759,182. The total outflow of specie from the port, thus far in the current fiscal year has been \$22,254,325, against \$16,522,487 same time in the preceding year. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$1,544,400, making the total coin interest disbursements through the Government office, since July 1, 1866, \$35,139,640, against \$30,551,753 for the same time in the preceding fiscal year. The specie exports from San Francisco from Jan. 1, to Jan. 31, 1867, reached \$4,502,399, against \$3,318,531 same month last year.

The foreign exchange market has been much depressed, by the largely increased offerings of bills, and the restricted inquiry from the importing interest. The closing negotiations for Wednesday's steamers were on the basis of our reduced quotations. Bankers' 60 day bills on London closed on Wednesday at 108@108 $\frac{1}{4}$ , and on Paris to 5.25@5.18 $\frac{3}{4}$ ; sight bills on London to 108 $\frac{3}{4}$ @109; and on Paris to 5.18 $\frac{3}{4}$ @5.16 $\frac{1}{4}$ . The offerings of produce bills have been liberal since our last. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$4,492,564 making the total value of exports since July 1, 1866, \$113,844,413, against \$148,909,205 same time in the preceding fiscal year.

Government securities have been quite freely dealt in, through the week, and the earlier dealings were at full prices. The later transactions indicated a slight reaction in values, in part, due to the decided fall in gold. At the modified figures, the demand was active, even up to the close. The new 5-20s of 1866 were in quick request for home investment purposes. U. S. sixes of 1867 closed here on Wednesday at 134@135; U. S. sixes of 1868, at 131@133; U. S. sixes of

1881, 109 $\frac{1}{2}$ @109 $\frac{3}{4}$ ; U. S. Five-twenties of 1862 at 109 $\frac{1}{4}$ @109 $\frac{3}{4}$ ; U. S. Five-twenties of 1865 at 107 $\frac{3}{4}$ @108; U. S. Five-twenties of 1865, consolidated, 106 $\frac{3}{4}$ @106 $\frac{3}{4}$ ; U. S. Ten-forties at 97 $\frac{1}{2}$ @97 $\frac{3}{4}$ , ex-coupon, and U. S. Seven-thirties at 105 $\frac{1}{2}$ @106. The brokers are buying the compound interest notes at the following rates, and selling at an advance of  $\frac{1}{4}$ @ $\frac{1}{2}$  of 1 per cent. on these figures:

June, 1864.....117 $\frac{1}{2}$	May, 1865.....112 $\frac{1}{4}$
July, 1864.....117	August, 1865.....111 $\frac{1}{4}$
August, 1864.....116 $\frac{1}{2}$	September, 1865.....110 $\frac{3}{4}$
October, 1864.....114 $\frac{1}{2}$	October, 1865.....110 $\frac{1}{2}$
December, 1864.....113 $\frac{1}{2}$	

The Stock Market has been very heavy, and prices have declined sharply on nearly all the list of railway and miscellaneous share property under extensive realizations, chiefly on account of the bear element. The speculative demand has been less active, as operators have been unusually distrustful, and reluctant to assume new responsibilities in the present temper of the market. The comparatively easy money market has not been sufficient in its influence to prevent the reaction.

General business has been rather more active since our last, but in the instance of domestic produce at quite variable prices, generally against sellers. Middling grades of cotton left off quite heavily at 30 $\frac{1}{2}$ @32 $\frac{1}{2}$  cents per lb. as extremes. The stock of cotton now here is estimated at about 205,000 bales. The receipts at the port this week, have averaged nearly 5,000 bales a day. The receipts since the commencement of the current cotton year, Sept. 1, have been 45,000 bales, against exports of 218,362 bales. The receipts at all the shipping ports from September 1, to latest mail dates have been 1,391,600 bales against 1,335,000 bales same time last year; exports, 716,420 bales, against 828,800 bales same time last year; estimated stock at latest dates, 610,000 bales, against 504,000 bales same time last year.

The movement in foreign merchandise, have been on the increase, owing in part to the increasing willingness of holders to meet the wants of the buyers. The total imports of foreign dry goods, last week, were \$3,315,737, and the total amount marketed \$4,158,864. The value of foreign merchandise imported last week, was \$2,583,217—making the grand total specie value of last week's imports of dry goods and merchandise, \$5,898,954, and since July 1, 1866, \$174,069,530, against \$195,321,100 same time in the preceding fiscal year. The ocean freight market has been pretty brisk, with 502 vessels of all classes in port. For Liverpool we quote flour at 2s.@2s. 3d. per bbl.; grain at 6@6 $\frac{1}{2}$ d. per bushel; cotton at  $\frac{1}{8}$ @ $\frac{1}{10}$ d. per lb.; and heavy goods at 20s.@30s. per ton, all by sailing vessel.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 19.	Feb. 27.	March 5.
Consols.....	91	91	91
U. S. 5-20's of 1862.....	74	73 $\frac{1}{4}$	73 $\frac{3}{4}$
U. S. 5-20's of 1865.....	72 $\frac{1}{2}$	71 $\frac{3}{4}$	72
Erie.....	37 $\frac{1}{4}$	36 $\frac{3}{4}$	36 $\frac{1}{4}$
Ill. Central.....	77 $\frac{3}{4}$	76 $\frac{3}{4}$	76 $\frac{1}{2}$
* Ex-dividend.			

The New York exports, exclusive of specie, for the week ending March 5, and since the beginning of the year, compare as follows:

	1866.	1867.
For the week.....	\$6,803,831	\$4,492,564
Prev. reported.....	35,227,238	27,745,454
Since January 1.....	\$42,031,069	\$32,238,018

The New York imports for the week compare as follows:

	1866.	1867.
Dry goods.....	\$2,547,990	\$3,315,737
Gen. merchandise.....	3,559,766	2,583,217
Total for the week.....	\$6,107,756	\$5,898,954
Previously reported....	47,129,146	37,237,544
Since January 1.....	\$53,236,902	\$43,136,498

The commerce of New York from July 1st to date compares as follows:

	1865-'66.	1866-'67.
Imports merchandise.....	\$195,321,100	\$174,069,530
Exports produce.....	148,909,205	113,844,413
Exports specie.....	16,489,497	22,038,774

The balance in the Sub-Treasury on Wednesday was \$111,833,497 90.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—N. Y. State 7s, Bounty Loan, reg., 106; do., coupon, 105 $\frac{1}{2}$ ; do., 6s, 1877, 100 $\frac{1}{2}$ ; do., 7s, 1870, 104; Ohio 6s, 1881, 100; Connecticut 6s, 100; Rhode Island 6s, 99 $\frac{1}{2}$ ; Brooklyn 6s, Water Loan, 95; do., Park Loan, 92; Morris and Essex 1st mort., 96 $\frac{1}{4}$ ; Chicago and Great Eastern, 1st mort., 58; Chicago, Rock Island and Pacific 7s, 90 $\frac{1}{2}$ ; Sixth Avenue R. R., 120; Stonington, 90; N. J. Central, 118; do., 1st mort., 101 $\frac{1}{2}$ ; N. Y. and New Haven, 118; Cincinnati, Hamilton and Dayton, 80; Boston Water Power Co., 24 $\frac{3}{4}$ ; Pennsylvania Coal, 150; Ashburton Coal, 9 $\frac{1}{2}$ ; Central Coal, 48; Wilkesbarre Coal, 40; Mariposa pref., 20 $\frac{1}{2}$ ; Wells, Fargo & Co., Express, 57 $\frac{1}{2}$ ; American Exp. Co., 55; U. S. Express, 50 $\frac{1}{2}$ ; Adams' Exp., 55 $\frac{1}{2}$ ; Manhattan Gas, 170; Western Union Telegraph, 41 $\frac{3}{4}$ ; Bank of Commerce, 115 $\frac{1}{2}$ ; Continental Bank, 103 $\frac{1}{2}$ ; Fourth National Bank, 104 $\frac{1}{2}$ ; Hanover Bank, 110; Phoenix Bank, 106; Bank of Commonwealth, 108; Am. Ex. Bank, 115; Central National Bank, 111; Metropolitan Bank, 124; Bank State of New York, 108; Corn Ex. Bank, 119; Shoe and Leather Bank, 112; Bank of Republic, 114; Alameda Gold, 6.00; American Flag, 1.25; Bates and Baxter, 1.80; Bullion consolidated, 1.65; Columbian G. & S., 2.25; Consol. Gregory Gold, 12.00; Charter Oak Copper, 1.30; Corydon, 5.25; Central Gold, 7.00; Davidson Copper, 0.95; Des Moines, 1.25; Gold Hill, 4.25; Gunnell Central, 4.50; Gunnell Union, 4.50; Grass Valley Gold, 2.00; Gunnell Gold, 0.52; Keystone Silver, 0.05; La Crosse Gold, 0.50; New York Gold, 1.40; People's G. & S., 1.50; Quartz Hill, 3.95; Reynolds Gold, 0.05; Smith and Parmalee, 6.00; Symond's Fork, 1.45; Walkill Lead, 0.72; Brevoort Petroleum, 0.50; Cherry Run Special, 0.15; United Petroleum Farm, 0.10; Rathbone Oil Track, 0.40; Central Petroleum, 0.90; United States, 4.05; Pit Hole Creek, Petroleum, 0.65; Manhattan, 0.10.

Philadelphia.—Ph., Wil. and Balt. R. R., 54 $\frac{3}{8}$ ; Reading mort., 6s, 1843-'80, 91 $\frac{1}{2}$ ; Tioga R. R. 7s, 95; Connecting R. R. bonds, 92 $\frac{1}{2}$ ; West Jersey R. R. 6s, 90; Schuylkill Nav. Boat Loan, 7s, 84; Morris Canal Boat Loan, 92; Camden and Ambboy scrip, 71 $\frac{3}{4}$ ; Lehigh Valley scrip, 16 $\frac{3}{4}$ ; Union Passenger R. R., 40 $\frac{1}{2}$ ; 13th and 15th streets, 20 $\frac{1}{2}$ ; Ridge Avenue R. R., 18; Allegheny Co. coupons 5s, 88 $\frac{1}{2}$ ; do., scrip., 74; Dalzell Oil, 0.69; Ocean Oil, 2 $\frac{1}{2}$ ; Egbert Oil,  $\frac{1}{4}$ ; Feeder Dam,  $\frac{3}{8}$ ; McClintock,  $\frac{3}{8}$ ; Maple Shade, 1.96; St. Nicholas Coal, 1 $\frac{1}{8}$ ; Locust Mt. Coal, 49;



Fulton Coal, 5¼; Bank of North America, 233; Girard Bank, 56½; Miners' Bank of Pottsville, 55; Pennsylvania National Bank, 58; Mechanics' Bank, 33; Commercial Bank, 56½; Commonwealth Bank, 61¼. The latest quotations are: City 6s, 96½@97; do., free of tax, 101@101; State 5s, 98@100; do., coupon, 94@95; do., 6s, W. L., 102@102½; Phila., Wj. and Balt., 54½; Reading 5½@51¼; do., 6s, 1870, 96@97; do., bonds, 91@91½; do., con., 103@103; Camden and Amboy, 130@130¼; Penn. R. R., 56@56¼; do., 1st mort., 99½@100; do., 2d mort., 97½@98; Little Schuylkill R. R., 32@33; Morris Canal, 75@80; do., pref., 120¼@121½; do., bonds, 93@94; Wyoming Valley Canal, 55@55; do., 6s, 85@87; Susquehanna Canal, 143¼@14¼; do., 6s, 63½@64; Sch. Nav., 21@22; do., pref., 30¼@30½; do., 6s, 1882, 78@78½; Union Canal bonds, 20@22¼; Delaware Div. Canal, 55@56½; do., bonds, 85@89; Elmira and Williamsport, 30@32; do., pref., 40@45; do., 7s, 1873, 96@97; do., 5s, 64½@67; Lehigh Coal and Navigation, 53@53½; do., bonds, 1884, 90¼@91; North Pennsylvania, 36@36; do., 6s, 89¼@90; Philadelphia and Erie, 28@28½; do., 6s, 91@91½; Minehill, 56½@56¾; Catawissa, 13@20; do., pref., 29¼@29¾; Lehigh Valley, 61@61½; do., bonds, 95@96; Fifth and Sixth streets, (horse,) 40@43; Second and Third, 80@80¼; West Philadelphia, 72@75; Spruce and Pine, 30@31½; Green and Coates, 31@33½; Chestnut and Walnut, 47@49; Thirteenth and Fifteenth, 20@21; Girard College, 26@29; Tenth and Eleventh, 65@71; Union, 40¼@41; Hestonville, 12¾@13.

Boston.—Vermont Central old, 1¼; do., 1st mort., consolidated, 70; Cincinnati and Chicago 1st mort. 7s, with coupons from Oct., 1860, 25; Central Pacific 7s, 1884, gold, 97; Sandusky, Dayton and Cincinnati 6s, 1900, 75¼; Eastern R. R. 6s, 1885, 95; Western R. R. 6s, 1875, 99¼; Boston, Concord and Montreal 6s, 1889, 94; Old Colony and Newport 6s, 1875, 97¾; Vermont and Massachusetts 6s, 1883, 95¼; Eastern R. R. 6s, 1874, 95¼; Cheshire, old, 2; Ogdensburg and Lake Champlain, 61; do., pref., 102¼; Boston, Hartford and Erie, 13; do., 7s, 45½; Granite Railway, 50; Conn. and Pass. Rivers R. R. pref. 80¾; Troy and Greenbush R. R., 49; Boston, Water Power Co., 25; Cary Imp. Co., 9; Waverly Land, 2¾; Coal Hill Lead, 0.65; Ophir (N. S.), Gold, 2.70; Massachusetts 5s, 1894, gold, 99½; New Hampshire 6s, 1868@1873, 100; Maine 6s, 100; Boston 5s, 1878, gold, 100; do., 1868, gold, 131½; do., 6s, 1868, gold, 134¼; do., 6s, 1876, currency, 101½; Roxbury 5½s, 1869, 97¾; Bangor 6s, 1874, 95½; Bath 6s, 1891, 94¼; Lynn 5s, 1882, 89; Gardiner 6s, 1870, 95¼; Cook Co., Ills., 7s, 1880, 97; St. Louis 6s, 1877, 82½; Chicago 7s, 1890, 99½; do., 1888, 99½; Boston Gas Light, 775; Lawrence Gas, 116¾; Adams' Exp., 57¾; Boyleston National Bank, 136; Continental National Bank, 109½; Merchants' National Bank, 121; National Bank of Commerce, 119¼; Market National Bank, 110¼; State National Bank, 112; Eliot National Bank, 119¼; Maverick National Bank, 106½; National Bank of North America, 105½; Allouez Mining Co., 6¾; Bay State, 8¾; Canada, 60c; Concord, 3; Dana, 1½; Eagle River, 2½; Hanover, 1½; Humbolt, 1¼; Hancock, 8½; Hecla, 45; Mesnard, 1½; Native, 2; Petherick, 3½; Phoenix,

5½; St. Clair, 5¾; Superior, 3½; Winthrop, 1¼.

Baltimore.—N. W. Va. 1st mort., 94; do., 2d mort., 93; Marietta and Cincinnati bonds, 82¼; Maryland 6s, 1870, 102; Virginia 6s, reg., 30½; Atlantic Coal, 0.65; Balt. and Cuba S. & M. Co., 65; Bare Hill, 0.25; Mechanics' Bank, 6¼; Union Bank, 60; Farmers' and Planters' Bank, 29¼; National Exchange Bank, 97; Bank of Commerce, 28; Citizens Bank, 14. The latest quotations are: Balt. and Ohio, 115¼@116; do., 6s, 1867, 98@100¾; do., 1875, 97@97½; do., 1880, 97@97½; do., 1885, 98½@99; Northern Central, 46@46¼; do., bonds, 1885, 83@84; N. W. Va. 1st mort., 1873, 93½@94; do., 2d mort., 90@93; do., 3d mort., 89@91; do., unguaranteed, 17@17; Marietta and Cincinnati 7s, 1891, 82@83; Central Ohio, 24@26; do., 1st mort., 89@90; Western Md. bonds, 64@65; do., guar., 93½@95; Maryland 6s, coupon, 1870, 101½@102½; do., Ins., 101@102; do., 1890, 101¼@102; Baltimore 6s, 1870, 97@97¼; do., 1873, 96@99; do., 1875, 99@99¼; do., 1886, 98@98¼; do., 1890, 99¼@100; do., coupon, 100@100; do., Park, 98½@99; do., 1892, 96@96; do., 6s, 1838, -70, 83@83; City Passenger R. R., 18@18; Canton Co., 45@46¼; Gardner, 0.80@0.95; Am. Gas Coal, 0.50@0.95; Maryland Anthracite Coal, 5@7½; George's Creek, 95@101; Santa Clara, 2@4; Balt. Chrome, 0.20@0.25; Bare Hill, 0.20@0.24; Atlantic Coal, 0.65@0.70; Mineral Hill, 0.20@0.40; Baltimore Coal, 158@170.

#### The National Debt.

The following is a comparative statement of the Public Debt of the United States:

	Feb. 1, 1867.	March 1, 1867.
Debt bearing int. in coin	\$1,420,145,541 80	\$1,464,855,191 80
Debt bearing interest in currency	819,672,740 00	787,028,880 00
Matured debt not presented	15,791,454 31	14,576,689 07
Debt bearing no interest	430,163,803 72	424,126,528 32
Total	\$2,685,773,539 83	\$2,690,587,289 19
Coin in Treasury	\$97,354,603 69	\$107,271,031 12
Currency	45,069,187 58	52,552,368 27
	\$142,423,791 27	\$159,823,399 39

Debt less cash in the Treasury.....\$2,543,349,748 56 \$2,530,763,889 80  
The total debt shows an increase since the 1st of February of \$4,813,749 36. The balance in the Treasury shows an increase, as compared with February 1st, of \$17,399,608 12. Deducting the amount on hand from the aggregate debt, both on the 1st of February, and the 1st of March, the decrease of debt would be \$12,585,858 76. The total debt on the 31st of August, 1865, stood at \$2,845,907,626 56. The balance in the Treasury at that date amounted to \$88,218,055 13. Deducting the cash in the Treasury from the aggregate debt both on the 31st of August, 1865, and 1st of March, 1867, and the actual decrease in the Public Debt since that period has been \$226,925,681 63.

The Marquette, Mich., iron mines produced, in 1866, 296,872 tons of iron ore, and 18,437 tons of pig iron.

#### Illinois Central Railroad.

The statement of this Company for the month ending February 28, 1867, is as follows:

##### LAND DEPARTMENT.

Acres Construction Lands  
Sold..... 8,819.28 for \$91,848 72  
Acres Int. Fund Lands  
sold..... 191.95 for 1,727 55  
Acres Free Lands sold.. 1,899.76 for 19,116 29

Total sales during month of Feb., 1867.....10,910.99 for \$112,192 56  
To which add Town Lot Sales..... 200 00

Total of all.....10,910.99 for \$112,392 56  
Cash collected in February.....\$142,281 16

##### TRAFFIC DEPARTMENT.

Receipts from Freight.....\$371,406 00  
do. Passengers..... 122,437 06  
do. Mails..... 6,358 33  
do. Rent of Road..... 4,000 00  
do. Other Sources..... 50,000 00

Total Receipts in Feb., 1867.....\$554,201 39  
Total Receipts in Feb., 1866.....\$512,027 89

#### Merchants' Union Express Co.

We invite attention to the Advertisement of this company in another column. The transportation of the company is done on express passenger trains without a moment's unnecessary delay, and the local delivery is equally prompt; mistakes are rectified on the spot, and losses are adjusted as soon as satisfactorily ascertained. The rates charged are only a fair compensation for the services performed, and in all cases twenty-five, and sometimes fifty per cent. less than the tariff of the old monopoly. The principal quarters of the company, in this city, is the fine building on the corner of Broadway and Franklin street, formerly known as the International Hotel. It has been several months in the course of alteration to suit the convenience of this particular business. How effectually the establishment has been designed and perfected, can be best appreciated on a personal visit.

#### Bessemer Steel Rails.

Bessemer Steel Rails of American manufacture, and of the best quality, may now be purchased of the Cambria Iron Company and the Pennsylvania Steel Company, two of the most vigorous and substantial manufacturing firms in the Union. The Cambria Iron Company owns the well-known establishment at Johnstown, Pa., and has now the largest capacity for producing rails of any mill in the country, and employs some three thousand men. Hon. DANIEL J. MORRELL is the Manager. The Pennsylvania Steel Works have an extensive establishment near Harrisburg, and are represented by such men as S. M. FELTON, the eminent railroad President and financier, and Dr. LAMBORN, who is personally known to many iron and steel men. The high character of all parties connected with the new manufacture, and the vast resources at their command, are ample guarantees for its vigorous prosecution, and for the excellence of the article they offer the public.

The Milwaukee and La Crosse Railroad has been sold at auction. It was bought by the Milwaukee and St. Paul Railroad for \$100,920, subject to incumbrances.

A new railway from Norristown to Allentown, Pa., is projected.

**Railroad Earnings.—Weekly.**

The earnings of the Marietta and Cincinnati Railroad the 3d week in Feb., 1867 ... \$19,807 00  
Corresponding week previous year.... 18,121 00

Increase..... \$1,686 00

The earnings of the Detroit and Milwaukee Railroad for the week ending Feb. 28th, 1867, were ..... \$22,942 00  
Corresponding week of 1866..... 23,840 00

Decrease..... \$1,348 00

The earnings of the Chicago and Rock Island Railroad for the 4th week in Feb., 1867, were..... \$48,489 00  
Corresponding week of previous year.. 43,374 00

Increase..... \$5,115 00

The earnings of the Western Union Railroad for the week ending Feb. 21, 1867. . . \$4,960 32  
Corresponding week previous year.... 7,767 92

Decrease..... \$2,807 60

The earnings of the Chicago and Northwestern Railroad for 4th week in Feb., 1867.. \$161,528 00  
Corresponding week previous year .. 111,449 00

Increase..... \$50,079 00

The earnings of the Grand Trunk Railway of Canada for the week ending Feb. 16th, 1867, were..... \$109,955 00  
Corresponding week of previous year. 100,648 00

Increase..... \$9,307 00

**Journal of Railroad Law.****MAINTENANCE OF FENCES.—NEGLIGENT KILLING OF ANIMALS.**

By the case of *Bradley vs. The Buffalo and N. Y. R. R.*, it was decided that railroad companies are required to erect and maintain fences on the sides of their roads, and to construct cattle guards at all road crossings, suitable and sufficient to prevent cattle, horses, sheep and hogs, from getting on such railroad track. The Court in this case, also say that the fact that the road crossing is at or near the depot, and that, to make such cattle guard there, would inconvenience the company, will not excuse them from complying with the positive requirements of the statute.

The action was brought to recover the value of a horse killed on the railroad of defendants by one of their engines; the horse having got upon the road as alleged, by the neglect of the defendants to construct and maintain a "cattle guard" at a road crossing.

WRIGHT, J.—Railroad companies are required, by statute, "to erect and maintain fences on the sides of their roads," and "to construct and maintain cattle guards at all road crossings, suitable and sufficient to prevent cattle, horses, sheep and hogs from getting on to such railroads;" and it is expressly declared that, "so long as such fences and cattle guards shall not be made, and when not in good repair, such railroad corporation and its agents, shall be liable for damages that shall be done by the agents or engines of the corporation to any cattle, horses, sheep or hogs thereon." (Laws of 1854, chap., 282, § 8.) It is conceded and found by the referee, in this case, that there was a non-compliance by the defendants with these statute requirements, both as to fences and cattle guards, and that the consequence was, the plaintiff's horse strayed upon their track and was killed by one of their engines. There were two road crossings east of the defendants' station

house at Kanona, the one at the distance of 200 feet, and the other 527 feet, at neither of which were there any cattle guards or fence, or anything to prevent animals from going on their track. At these unguarded points the plaintiff's horse went upon the track, and was killed near the station house by the engine of a passing train. Yet, notwithstanding this plain violation of a statutory duty by the railroad company, by reason of which the plaintiff lost his horse, the referee held that the company was not liable, and dismissed his complaint.

The judgment cannot be sustained. The duty enjoined is to construct and maintain cattle guards at all road crossings, and it is not for Courts to nullify, by construction, the plain and explicit requirements of the statute—to hold, as was done by the referee, that the road crossing adjacent to the station buildings of a railroad company are not within its purview. When the statute declares that cattle guards shall be constructed "at all road crossings," we have no right to create exceptions, or say, in effect, that because a railroad company chooses to locate its station buildings, not on, but near a public highway crossing, and thereby cattle guards may inconvenience it and the public, it is not bound to construct and maintain them. Such a construction does violence both to the letter and policy of the statute, which is, to guard against the destruction of property and human life consequent upon animals straying upon the road, thus endangering not only their own lives by being run over, but the lives of travelers by throwing the trains from the rails. The present case illustrates completely this policy. Here were two public roads crossing the track in a thickly populated district, with not one safeguard required by the statute to prevent animals from straying on it. The precise thing which might have been apprehended happened—the precise thing, too, against which the statute was intended to guard. A horse strayed upon the track, and was killed.

The train it is true, was not thrown from the rails, and there was no sacrifice of human life; but this was providential, for under similar circumstances, such a disaster might have resulted from the defendants' violation of duty.

It was no answer then to the plaintiff's action that the two road crossings were adjacent to the station buildings of the defendants. In omitting to construct cattle guards at these crossings, they neglected a statutory duty, and thereby damage ensued to the plaintiffs for which they were clearly liable. Inconvenience was no excuse to them. If a railroad company finds it inconvenient to build cattle guards at road crossings near its depot or station, it must take the chances of paying for injuries sustained by reason of their not being built, or it must keep a sufficient watch to prevent accidents. The order of the Supreme Court should be affirmed, and judgment absolute rendered against the defendants.

LEONARD, J.—The referee, before whom this action was tried, dismissed the complaint, because the facts proven in evidence did not sustain the case.

The judgment entered for the defendants on his report was reversed by the General Term of the Supreme Court seventh district, and a new trial was ordered.

The defendants now appeal from that order, and have stipulated that an absolute judgment be entered against them if the order be affirmed.

The action is brought to recover the value of a horse belonging to the plaintiff, which was killed by the engine of an express train while passing along the line of the railroad track of the company near their depot at Kanona. It appears from the report that there were no cattle guards where the railroad crosses two public highways near the depot, where a lane, leading from another highway running parallel to the railroad, intersects with the track of the defendants.

The horse could not have reached the track of the railroad, nor the depot grounds where he was killed, if the track had been fenced in at the lane, nor if cattle guards had been constructed at the points where the track intersected the highway. The depot was more accessible to the public without them.

The railroad act directs that fences and cattle guards shall be constructed and maintained, and declares that the corporation shall be liable for all damage done by their agents and engines to any cattle, horses, sheep, &c., along their line, unless such fences and guards are constructed and kept in repair they shall not be liable for such injuries. (2 R. S., 5th ed., 689, 690, § 55, 56.)

The statute prescribes a duty, and imposes a penalty in case of its neglect, from which the corporation are to be wholly relieved in a compliance therewith.

The rule of construction prescribes that statutes imposing penalties, in case they are disobeyed, shall be held to be mandatory, and that Courts shall not then consider the circumstances of a case, or its hardships or inconvenience. The intention of the Legislature in such cases cannot be held to be different from that which they have by their language declared.

If the construction of fences and guards, or their repair is neglected, a railroad company can be relieved from liability for injuries to cattle, horses, &c., only by employing a sufficient watch to prevent estrays from coming on to their track. It is no excuse that the cattle, horses, &c., were at large in violation of law. (*Corwin vs. The New York and Erie Railroad Company*, 3 Kern., 42.)

The order appealed from should be affirmed with costs, and the judgment against the defendants be made absolute.

Order affirmed and judgment absolute.

**The Hoosac Tunnel.**

The Joint Standing Committee of 1866 on the Hoosac Tunnel and Troy and Greenfield Railroad, authorized to visit the Tunnel and Railroad, examine into the condition and progress of the work, and to fully report the result of such examination, have submitted their report to the Legislature. It gives extracts from the records of the corporation from its organization until the surrender of the road to the State, under the mortgage, to show the financial condition of the company, its dealings with the contractors for constructing the road and tunnel, and also the embarrassed condition of the contractors and corporation from 1855 to 1861; extracts from some of the laws passed upon the subject of the railroad and tunnel; a synopsis of the action and condition of the corporation at the time of, and previous to, the surrender of the



road; the relation of the contractors to the corporation and to the State; and a particular description of the condition and progress of the work during the past year.

The account of the Commonwealth with the enterprise is given in a table, so that the value of the work done by the contractors at the time of its abandonment by them, may be compared with the payments made to them therefor from the State treasury. This table is as follows:

The amount paid from the State treasury for work and materials upon the tunnel .....	\$170,131 95
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	<hr/>
	\$725,388 87
Amount earned by contractors under the contract upon the tunnel ..	\$129,475 00
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	<hr/>
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Total amount paid more than earned ..	\$319,936 82

From the above statement the report says it appears that the contractors with the Troy and Greenfield Railroad corporation have received from the State \$319,936 82 more than the value of the work which the corporation surrendered under the mortgage, and that the State has lost that amount of money in its efforts to assist in the construction of the work. On the authority of Hon. J. W. Brooks it is further stated that the loss to the State in the transaction by the failure of Messrs. Haupt & Co. to perform their contract in a proper manner, will reach the sum of \$350,000.

The dimensions of the tunnel are as follows: The rock cutting is 24 feet high and 24 feet wide. The brick work is 26 feet high and 26 feet wide. The bottom of the tunnel will contain a culvert three feet deep at the centre. Through this culvert the water from the tunnel is to be discharged. It now receives in addition to the water accumulating in the tunnel, a 12-inch pipe, to carry air at a low pressure for ventilation; an 8-inch pipe to carry air for driving the drilling machines; and a 3-inch pipe for carrying water for use in the holes which are being drilled. Should it be found advisable to use gas in carrying on the work, provision is made for a 4-inch pipe to carry the gas from the place of manufacture. The track is to be placed  $3\frac{1}{2}$  feet above the bottom of the rock tunnel, and  $4\frac{1}{2}$  feet above the bottom, where lined with brick.

Considerable space is given to the description in detail of the work already accomplished. At the east end of the tunnel the Deerfield Dam is completed. The canal is finished as far as wheel pit No. 8. The machine shop is about 72 feet long and 36 feet wide. It has three turbine wheels. A fourth wheel is designed, but is not required at the present time, and the pit to receive it is not completed. In the basement of the machine shop are two compressors. The first was put in in January, 1866. It has four cylinders, 13

inches in diameter, and 20 inches stroke. This compressor is used to drive the drills, and furnish air to the blacksmith shop. The second compressor was put in some time in October. It has four cylinders, 25 inches in diameter, and 24 inches stroke, and is used for ventilation one fourth of the time, two hours after each blast, viz., from 8 to 10 A. M., from 4 to 6 P. M., and from 12 to 2 A. M. The compressors work satisfactorily; the loss of power in the transmission of air from the machine shop to the drills, a distance of 4,500 feet, being hardly perceptible. The machine shop is well stocked, and so is the blacksmith shop. The force employed at this point in July was 165; the first day of November 115. The progress of the excavations at the east end heading for the year ending December 1866, has been 569 feet; at the rate of 47.42 per month. The progress during the six months ending May, 1866, was 338 feet; an average per month of 56 feet 4 inches. One week was lost in June in introducing the machine drills in consequence of which the progress that month was reduced to 50 feet 6 inches. During the five months ending November 30, the progress has been 219½ feet, being an average of 43.9 feet per month.

At the central shaft the working force July, 1866, was 58; November 1, 81; of this number 40 were engaged out of the shaft, and 41 in. The depth of the central shaft when completed will be 1,037 feet from the surface; its form is an ellipsis, whose axes are 27 and 15 feet. On the fifth day of May it had reached the depth of 300.5 feet. At this time the hoisting apparatus was removed from the shaft and work of excavation ceased. The new hoisting apparatus was fitted on the first day of August, and the drilling commenced on that day. Previous to the change in the hoisting apparatus the monthly progress had averaged about 18½ feet per month. The advance in October and November was 46 feet. The gain over the previous rate of progress is attributable to the practice of simultaneous blasting. On the first day of January, 1867, the shaft had been sunk 393 feet, leaving for excavation 644 feet.

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The total expense of the tunnel and the land and works connected therewith under the administration of the commissioners, as found Nov. 1, 1866, was \$1,482,973 20.

Of the experiments with various drilling machines some account is given in the report, and

the committee recommend that should the Burleigh drill—the only one now being tested—prove unsuccessful, and further attempts with machines be made, their usefulness be tested outside of the tunnel, and meanwhile the excavation with hand drills be resumed. The material result of the experiment with "Dr. Eurhardt's powder" was as follows:—With 261 days' work and 139½ lbs. of powder, 202 buckets of stone were removed; while in the preceding week, using common powder (schaghticoke) with 251¼ days' labor and 286 lbs. of powder, 168 buckets of stone were taken out. The cost of the experimental powder is about twice as expensive as the common powder, and its superior strength is apparent from the above result.

During the summer some experiments were made with nitro-glycerine. A quantity costing \$934 29 was brought to the works by Colonel Schaffer. After repeated trials outside the works, during which about three-fifths of the material was consumed, it was introduced into the tunnel at the east heading of the west shaft. In these three days there were taken out of the enlargement 151.76 yards of stone. To remove this quantity with powder would cost, on an average, per yard, \$9 84; actual cost with glycerine, \$6 20; difference, \$3 64; multiplied by 151.76 gives \$552 46; in the same time there was removed of heading 60.15 yards; to remove an equal amount by powder costs, per yard, \$16.25; actual cost with glycerine, per yard, \$6.05; difference, \$10 20, \$10 20 multiplied by 60 15 gives \$613 53,—\$1,165 98; cost of the glycerine used during the three days being 2-5 of \$934 29, \$350 36; saved, by using glycerine, in three days, \$815 57, which is a saving by the use of glycerine, per day, of \$276 85.4; and allowing three hundred successful working days in the year, an annual saving of \$81,557 40.

It appears from the report that of the work now in progress on the road and tunnel there is performed by contract,—the construction of the railroad from Greenfield to the east end of the tunnel; the enlargements east and west in the tunnel at the west shaft; the excavation of the new shaft; and the arch masonry and excavation at the west end; while the work at the east end, at the central shaft, the heading and lifting at the west shaft, the lifting at the new shaft, and the work at the brickyard have been performed by the State. No criterion has been afforded enabling the committee to determine upon the comparative economy of the different modes of operation.

In concluding their report, the committee say that they are of the opinion that the commission should be re-organized in such manner that the State could command the whole time of its members; that a greater degree of personal attention should be given by them to the work than it has heretofore received; that the commissioners should keep minutes of their doings which shall be open to the inspection of the governor and council and the appropriate legislative committee; that their monthly communications to the governor and council should embrace, in addition to the past, and the requisition for the current month, a report of the operations, the progress of the work during the previous month, and the manner and extent of their own superintendence of the same. The committee are also of opinion that a due regard to economy in conducting the enterprise requires that the commissioners should at once, by experiment, ascertain the probable time required to excavate the enlargement of the tunnel, and that the work upon the enlargement be regulated and pursued with a view of avoiding any unnecessary delay in operating the road after the heading is removed.

The following gentlemen have been elected directors of the Northern Central Railroad for the ensuing year: J. D. Cameron, Wistar Morris, William Colder, A. E. Rapp, B. F. Newcomer, George Small, Jacob P. Jones, Thomas A. Scott, John M. Kennedy, E. C. Biddle, Henry Welsh and John A. Wright.

**Railroad Earnings—Weekly.**

The earnings of the Marietta and Cincinnati Railroad the 3d week in Feb., 1867 ... \$19,807 00  
Corresponding week previous year.... 18,121 00

Increase..... \$1,686 00

The earnings of the Detroit and Milwaukee Railroad for the week ending Feb. 28th, 1867, were ..... \$22,942 00  
Corresponding week of 1866..... 23,840 00

Decrease..... \$1,848 00

The earnings of the Chicago and Rock Island Railroad for the 4th week in Feb., 1867, were..... \$48,489 00  
Corresponding week of previous year.. 43,374 00

Increase..... \$5,115 00

The earnings of the Western Union Railroad for the week ending Feb. 21, 1867. . . \$4,960 32  
Corresponding week previous year.... 7,767 92

Decrease..... \$2,807 60

The earnings of the Chicago and Northwestern Railroad for 4th week in Feb., 1867.. \$161,528 00  
Corresponding week previous year .. 111,449 00

Increase..... \$50,079 00

The earnings of the Grand Trunk Railway of Canada for the week ending Feb. 16th, 1867, were..... \$109,955 00  
Corresponding week of previous year. 100,648 00

Increase..... \$9,307 00

**Journal of Railroad Law.****MAINTENANCE OF FENCES.—NEGLECT KILLING OF ANIMALS.**

By the case of *Bradley vs. The Buffalo and N. Y. R. R.*, it was decided that railroad companies are required to erect and maintain fences on the sides of their roads, and to construct cattle guards at all road crossings, suitable and sufficient to prevent cattle, horses, sheep and hogs, from getting on such railroad track. The Court in this case, also say that the fact that the road crossing is at or near the depot, and that, to make such cattle guard there, would inconvenience the company, will not excuse them from complying with the positive requirements of the statute.

The action was brought to recover the value of a horse killed on the railroad of defendants by one of their engines; the horse having got upon the road as alleged, by the neglect of the defendants to construct and maintain a "cattle guard" at a road crossing.

WRIGHT, J.—Railroad companies are required, by statute, "to erect and maintain fences on the sides of their roads," and "to construct and maintain cattle guards at all road crossings, suitable and sufficient to prevent cattle, horses, sheep and hogs from getting on to such railroads;" and it is expressly declared that, "so long as such fences and cattle guards shall not be made, and when not in good repair, such railroad corporation and its agents, shall be liable for damages that shall be done by the agents or engines of the corporation to any cattle, horses, sheep or hogs thereon." (Laws of 1854, chap., 232, § 8.) It is conceded and found by the referee, in this case, that there was a non-compliance by the defendants with these statute requirements, both as to fences and cattle guards, and that the consequence was, the plaintiff's horse strayed upon their track and was killed by one of their engines. There were two road crossings east of the defendants' station

house at Kanona, the one at the distance of 200 feet, and the other 527 feet, at neither of which were there any cattle guards or fence, or anything to prevent animals from going on their track. At these unguarded points the plaintiff's horse went upon the track, and was killed near the station house by the engine of a passing train. Yet, notwithstanding this plain violation of a statutory duty by the railroad company, by reason of which the plaintiff lost his horse, the referee held that the company was not liable, and dismissed his complaint.

The judgment cannot be sustained. The duty enjoined is to construct and maintain cattle guards at all road crossings, and it is not for Courts to nullify, by construction, the plain and explicit requirements of the statute—to hold, as was done by the referee, that the road crossing adjacent to the station buildings of a railroad company are not within its purview. When the statute declares that cattle guards shall be constructed "at all road crossings," we have no right to create exceptions, or say, in effect, that because a railroad company chooses to locate its station buildings, not on, but near a public highway crossing, and thereby cattle guards may inconvenience it and the public, it is not bound to construct and maintain them. Such a construction does violence both to the letter and policy of the statute, which is, to guard against the destruction of property and human life consequent upon animals straying upon the road, thus endangering not only their own lives by being run over, but the lives of travelers by throwing the trains from the rails. The present case illustrates completely this policy. Here were two public roads crossing the track in a thickly populated district, with not one safeguard required by the statute to prevent animals from straying on it. The precise thing which might have been apprehended happened—the precise thing, too, against which the statute was intended to guard. A horse strayed upon the track, and was killed.

The train it is true, was not thrown from the rails, and there was no sacrifice of human life; but this was providential, for under similar circumstances, such a disaster might have resulted from the defendants' violation of duty.

It was no answer then to the plaintiff's action that the two road crossings were adjacent to the station buildings of the defendants. In omitting to construct cattle guards at these crossings, they neglected a statutory duty, and thereby damage ensued to the plaintiffs for which they were clearly liable. Inconvenience was no excuse to them. If a railroad company finds it inconvenient to build cattle guards at road crossings near its depot or station, it must take the chances of paying for injuries sustained by reason of their not being built, or it must keep a sufficient watch to prevent accidents. The order of the Supreme Court should be affirmed, and judgment absolute rendered against the defendants.

LEONARD, J.—The referee, before whom this action was tried, dismissed the complaint, because the facts proven in evidence did not sustain the case.

The judgment entered for the defendants on his report was reversed by the General Term of the Supreme Court seventh district, and a new trial was ordered.

The defendants now appeal from that order, and have stipulated that an absolute judgment be entered against them if the order be affirmed.

The action is brought to recover the value of a horse belonging to the plaintiff, which was killed by the engine of an express train while passing along the line of the railroad track of the company near their depot at Kanona. It appears from the report that there were no cattle guards where the railroad crosses two public highways near the depot, where a lane, leading from another highway running parallel to the railroad, intersects with the track of the defendants.

The horse could not have reached the track of the railroad, nor the depot grounds where he was killed, if the track had been fenced in at the lane, nor if cattle guards had been constructed at the points where the track intersected the highway. The depot was more accessible to the public without them.

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The order appealed from should be affirmed with costs, and the judgment against the defendants be made absolute.

Order affirmed and judgment absolute.

**The Hoosac Tunnel.**

The Joint Standing Committee of 1866 on the Hoosac Tunnel and Troy and Greenfield Railroad, authorized to visit the Tunnel and Railroad, examine into the condition and progress of the work, and to fully report the result of such examination, have submitted their report to the Legislature. It gives extracts from the records of the corporation from its organization until the surrender of the road to the State, under the mortgage, to show the financial condition of the company, its dealings with the contractors for constructing the road and tunnel, and also the embarrassed condition of the contractors and corporation from 1855 to 1861; extracts from some of the laws passed upon the subject of the railroad and tunnel; a synopsis of the action and condition of the corporation at the time of, and previous to, the surrender of the



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**Railroads in California.**

Though the people of California and the entire Pacific coast are at this time much aroused on the subject of railroads, being animated, as it were, with a common sentiment of their overruling importance, still the present is more the era of discussion than of actual railroad construction, there being but three or four enterprises of this kind, and some of them of no great magnitude and only of local importance, now in course of building in the State. Chief among these is the

**CENTRAL PACIFIC RAILROAD.**

This Company was incorporated to build a railroad from the tide waters of the Pacific to the Eastern boundary of the State—extending the same thence till it shall meet the trans-continental road approaching from the East. The Donner Pass route over the Sierra Nevada having been adopted, after the most full and careful preliminary surveys, the work of grading was commenced in 1863, since which time it has been carried on with an expedition, under all the circumstances, creditable to the company, and generally satisfactory to the public, the track now being laid and the cars running to Cisco, 98 miles from the initial point of the road at Sacramento, and only 12½ miles from the summit of the Sierra, to which point it is expected it will be completed next summer, with the exception of 2 miles upon which much tunneling and other heavy work will require to be done. Cisco will, therefore, probably remain the terminus of the road until June or July next, at which time a long stride will be taken to some point on the eastern slope. If the main tunnel is not completed at that time a temporary track will be laid across the summit. Tunnel No 2, at Emigrant Gap, a short distance beyond Cisco, has already been completed. This tunnel is three hundred and fifty feet long and five thousand feet above the level of the sea. There are two other tunnels on the line which are being worked as rapidly as possible. One will be two hundred feet and the other four hundred feet long. The main tunnel at the summit will be about one thousand six hundred feet long. All the tunnels are made wide enough for a double track. The altitude of Cisco being 5,911, leaves an elevation of only 1,100 feet to be overcome to reach the top of the Sierra, requiring an average grade of more than 91 feet to the mile; but this is considerably less than the maximum grade allowed by law, and the summit itself will be reached and passed through a nearly level valley. Since the commencement of the winter storms precluding successful labor on the mountains, the company have sent a force of some 8,000 laborers to prosecute operations on the Eastern slope, they being distributed along the Truckee from Crystal Peak eastward to the Big Bend of that river. The company are sending out iron by nearly every ship leaving New York for California, and before this time next year expect to have 30,000 tons on hand or enough to lay the track to the north bend of the Humboldt River, more than a hundred miles beyond the eastern base of the Sierra Nevada. They have also had three exploring and surveying parties in the field during the past eight months, making preliminary surveys for the line of their road between the Truckee River and Salt Lake City, which work has been finally accomplished. A complete and thorough survey of the ground from the Humboldt on the north to the Overland Stage route on the south has also been made, and the company will soon be furnished with accurate maps of the entire belt of country traversed, with the height and locality of mountains, passes, etc., and all information necessary to enable them to finally locate their road through Eastern Nevada and thence on to Salt Lake. The portion of the road already finished, though exceedingly expensive, owing to the rugged character of much of the country to be crossed, is substantially built.

**SAN FRANCISCO AND SAN JOSE ROADROAD.**

This Company, incorporated in July, 1860, with a capital of \$2,000,000, completed their road in December, 1863, since which time it has been doing a large and profitable business. Its length

is fifty miles, extending from San Francisco to San Jose, through one of the richest and most important agricultural districts in the State, insuring for it a large and profitable, as it will no doubt continue to enjoy, a constantly-increasing business.

**WESTERN PACIFIC RAILROAD.**

This Company was incorporated in 1862, with a capital of \$5,400,000, for the purpose of building a railroad from San Jose to Sacramento, via Stockton, to form the connecting link between the San Francisco and San Jose Road, and the latter and the Central Pacific Road, the whole to constitute Western Division of the National Pacific Railway, and which when completed, in sections of twenty miles each, will receive Government thirty-year six per cent. Bonds to the amount of \$16,000 per mile, and Government lands to the extent of every alternate section within twenty miles on each side of the road, which is one hundred and twenty miles in length, or seventy-four miles from San Jose to Stockton, and forty-six miles from Stockton to Sacramento. But about twenty miles of this road, reaching from San Jose to Alameda Canon, has not yet been completed—the work, owing to some difficulty between the principal and the sub-contractors, having been delayed. The surveyors are said to have completed running the final lines between Sacramento and Stockton, and that ground will soon be broken on that division of the road, and also that work will soon be resumed and pushed with vigor on the section between the latter place and San Jose.

**STOCKTON AND COPPEROPOLIS RAILROAD.**

This road is designed to connect the city of Stockton with the rich copper mines at Copperopolis, a distance of thirty-nine miles. A contract has been made by the company for the entire construction of this road, for the sum of \$1,250,000, and some twenty miles of the work has been already graded and made ready for the ties. The route is throughout favorable to the speedy construction of the work, which it is expected will be carried forward to an early completion.

**SACRAMENTO VALLEY RAILROAD.**

This road, extending from the city of Sacramento to Folsom, a distance of twenty miles, is the first railroad completed in the State. Its original cost was large, yet for several years it earned not only sufficient to cover working expenses and repairs, but also a surplus to be divided among the owners; of late, owing to the Central Pacific Railroad, diverting much of the business and travel over that route, its revenues have been materially diminished, though it is still considered good property, being the feeder of the large and rich county of El Dorado, and also retaining a considerable portion of the Washoe trade.

**PLACERVILLE AND SACRAMENTO VALLEY RAILROAD.**

This road taps the Sacramento Valley Railroad at Folsom, and is now in good running order as far as Shingle Springs, a distance of twenty-six miles. Efforts are being made to extend it to Placerville, nine miles further, this being the ultimate point of its destination.

**THE FREEPORT RAILROAD,**

formerly connecting Freeport on the Sacramento River with Latrobe at the junction of this with the Folsom and Placerville road having been disposed of to the Sacramento Valley Company, its superstructure has been taken up and its rolling stock removed for use elsewhere. It was nine miles long, and, though built in 1863, had been used but little, the proprietors having lost a good deal of money in a vain attempt to divert the Washoe trade and travel from Sacramento.

**CALIFORNIA CENTRAL RAILROAD,**

eighteen miles long, connects Folsom with Lincoln. It has been in operation several years, but the business transacted over it has not been large. The viaduct over the American River at Folsom is one of the finest specimens of bridge architecture in the State.

**THE YUBA RAILROAD**

is in course of construction from Lincoln to Marys-

ville, a distance of twenty-two miles, the grading being all completed and the material for the superstructure nearly all on hand, it is expected that the cars will soon be running on the road.

**THE NORTHERN CALIFORNIA RAILROAD,**

completed and running, connects Marysville and Oroville, a distance of twenty-nine miles. It has therefore been self sustaining, with a steadily increasing business, and should the road to Oregon be built, of which this will then become an important link, it may yet prove a profitable investment to the stockholders.

**SAN FRANCISCO AND ALAMEDA RAILROAD.**

The main trunk of this road commences at the western end of the Encinal of Alameda, and passing through San Leandro and Hayward's, extends to Vallejo's Mills, where it intersects the Western Pacific Railroad. A branch is also to be built from Hayward's to another point in Amador Valley. The portion from Alameda to Hayward's, 16½ miles, is now in operation, and work on the balance is being pushed ahead. A line of first class ferry boats runs in connection with this road, the distance from the city to the western terminus being 6½ miles.

**SAN FRANCISCO AND OAKLAND RAILROAD.**

The present western terminus of this road begins at the end of a wharf extending 3,500 feet from the Oakland Encinal into the Bay of San Francisco, whence it runs through the town of Oakland to San Antonio, a distance of 5 miles. It is the intention of the Company to extend this wharf and also their road to the Island of Yerba Buena opposite, whence this city will be reached by ferry boats in the space of four minutes, the intervening distance being only about one mile. The daily average number of passengers now crossing on this line is estimated at 2,500. The road will ultimately be extended to connect with the Alameda Railroad.

**SOUTHERN PACIFIC RAILROAD.**

The purpose of this Company, recently organized in this city, is to build a railroad from San Jose to the Colorado River, there to connect with the Southern Railroad from Missouri, leading through New Mexico and Arizona, and which is to have its western terminus at some point on that stream. This California link is to pass through the towns of Gilroy and San Juan, and thence up the San Bonito Valley, and crossing the Coast Range follow up the Great Tulare Valley, and escaping through some of the passes at its head strike across the open desert for its point of destination. The officers of this Company are T. J. Phelps, President; Chas. M. Fox, Secretary; and Wm. J. Lewis, Engineer. They have filed with the Register of the Land Office a map of the preliminary survey of the route. They have been busily engaged of late securing the right of way, and work it is said will at once be commenced at San Jose, the Company intending to have their road completed to Gilroy, a distance of thirty miles, by next fall. They will hereafter apply to Congress for the subsidies usually granted in aid of such works.

The project of constructing a railroad from Benicia to Sacramento, and also another from Vallejo to Marysville, long since entertained, and towards the accomplishment of which preliminary steps were then taken, has lately been revived, and as the friends of the enterprise claim with encouraging prospects of its being early undertaken, and in good time carried to a successful consummation. It is even said that the contract for building the Vallejo road has been let, the rails and rolling stock having been provided for and to be on the way as fast as required. The road is to be built without Government aid, adequate means having been secured through private enterprise. The question of building a railroad to connect Oroville, in California, with Portland, in Oregon, and also one between other points wholly within this State, has been much agitated of late, and it is highly probable that some of these projects will be undertaken before long. Towards aiding in the construction of the California and Oregon



road Congress has donated 6,400 acres of public land per mile along the line of the road, and the Legislature of Oregon, at the last session, passed an act to pay the interest on the bonds of the company to the amount of \$1,000,000, at the rate of seven per cent., for a term of twenty years. These grants have been declared sufficient by many railroad men to justify the construction of the road, at least for a considerable distance northward from Oroville, where the country is level and the trade considerable.—*San Francisco Mercantile Gazette.*

#### Alabama and Florida Railroad.

From a letter published in the *N. Y. Herald* a few days since, we make the following extracts. It is dated Pensacola, Fla., Feb. 10, 1867, and says:

The great and all-absorbing topic which engrosses the attention of the people of this section, of more weight, I may say, to them than the subject of the President's impeachment or any other political matter which has sprung up since the war (reconstruction not excepted,) is the rebuilding of the Alabama and Florida Railroad, of Florida, from this point to Pollard, a place just beyond the Alabama State line. The completion of this road would give us a through communication with New York by rail.

It will be remembered by many of your readers that at the beginning of the war this road was nearly completed. The rebel authorities, deeming its speedy completion a "military necessity," co-operated with the contractors, and by a pressing management pushed it through to completion. At the evacuation of this place by the rebels in the Spring of 1862 the most of the track was torn up by them. The iron was carried up into the interior, and in a short time seized by the rebel Government and placed upon other roads in order to facilitate the transportation of troops and munitions of war. At the close of the rebellion, with no responsible parties to look to for indemnity, the road was in a bad fix. Very fortunately, however, for its interests, some fifteen hundred bales of cotton had been purchased during the war by the directory of the road. This cotton, with other assistants, such as debts due and collected and some credit, served to rebuild some thirteen miles of the road and stock it with two locomotives and a number of cars. These latter are running daily, and so our railroad may be said to have at least a start.

The President of the road (Mr. Avery) has made repeated trips to the North, endeavoring to secure capital enough to rebuild the road, but so far his efforts have met with little or no success. He is again on his way to the North to attend a meeting of the first mortgage bondholders, who reside mostly in New York, to be held on the 20th inst., and it is hoped that his mission will be attended with much more success than his former ones have been.

#### Northern Illinois Railroad.

We regret to learn that all prospect of completing arrangements with the Western Union Railroad for the construction of the link from Milwaukee to Burlington, has been dissipated. The managers of the Western Union road gave assurances that the link should be constructed, provided Milwaukee would subscribe two hundred thousand dollars to the stock. After much labor this amount was raised. In the meantime the Western Union Company had made such contracts with the Northwestern, for a branch to Chicago that Milwaukee was left in the lurch.

We think Milwaukee should go ahead and build the road, and ask the Legislature to give it the rights of connection with the Western Union, as was promised and contemplated, upon the raising of the two hundred thousand dollars subscription. —*Mil. Wis.*

The Union Pacific Railroad will be opened to Salina two hundred miles from Kansas City, about April 1st.

#### Pittston Branch Railroad.

We learn that the Lehigh Valley Railroad Company have purchased the Pittston Branch of the Lackawanna and Bloomsburg Railroad; the understood price is \$50,000. A week or two since we mentioned that the Lehigh and Susquehanna Railroad Company were actively engaged on the rock bluffs, south of town. They having lost the Pittston Branch, this work is now suspended, and the force of laborers transferred a few feet lower on the bluff to cut a new towing path for the canal. It is understood that the Lehigh Valley road, after crossing the canal near Mill Creek, will keep between the canal and river to a short distance north of the Tompkins' Shaft, where it will cross to the east or berme side, following the line of the Lackawanna and Bloomsburg Branch, through town to the present depot at North Pittston, where it will cross the Lackawanna and Bloomsburg Railroad, and continue up the River Susquehanna.

By this transfer of the Pittston Branch to their rival, the Lehigh and Susquehanna Co. are literally bluffed out of town—at least the bluffs prevent their getting in, except by an ascending grade from Port Griffith through the depression where the Railroad of the Pennsylvania Coal Co. is now built.—*Pittston Gazette.*

#### James River and Kanawha Canal.

The President of this company, in a communication to the Virginia House of Delegates, transmitting a telegram from M. Ernst Bellot des Minieres, who was then in London, says:

"By this announcement I understand that one of the great credit institutions of France, called the 'Societe Generale,' has completed the organization of the maximum capital of \$40,000,000 authorized by the charter of the Virginia Canal Company, which expired by its own limitation in December last; that this amount is subscribed by a number of the principal banking houses of Europe; and that M. Bellot desires to be informed by telegraph whether a bill reviving and extending the charter of the Virginia Canal Company, as requested by him, has passed the General Assembly of Virginia and the Legislature of West Virginia."

The bill which passed the House extends the time for six months for compliance with its terms by M. Bellot & Co., and was likewise promptly passed by the Senate.

#### Huron and Ontario Ship Canal.

At a meeting of the friends of this project, held at Toronto, Ca., on the 28th ult., the following resolution was adopted:

*Resolved*, That this meeting is of the opinion that the proposed canal is the most important project ever submitted to the people of Canada; that it is the duty and interest of every one to aid and assist in the enterprise.

The President stated that it was the intention to ask of the Legislature a free grant of ten millions acres of the public land, and municipal aid would be asked from Toronto to the extent of five hundred thousand dollars. The resolution in favor of the canal was carried by a large majority.

The Evansville, Henderson and Nashville Railroad Company has recently been chartered by the State of Kentucky. The company has purchased the old road bed of the Edgefield and Kentucky Railroad. The capital stock is \$2,000,000, with authority to borrow money and issue bonds. This road penetrates the coal fields of Kentucky, fifteen miles north of Hopkinsville.

Russia sheet iron has been successfully manufactured at the Mahoning Works, Youngstown, Ohio, by the process of George C. Kung-chieff.

#### Interest and Dividends.

The Morris and Essex Railroad Company have declared a semi-annual dividend of three and one-half per cent., payable in stock, free from government tax, on and after the 20th inst. Transfer books will be closed until 21st inst.

The Central Ohio Railroad Company has declared a dividend of 6 per cent. on their preferred stock, payable the 1st of April next.

The total liability of Idaho Territory on the last of December, 1866, was \$87,957 08. The total valuation of real and personal property in the Territory is \$4,158,157 88. The estimated receipts of the Territorial Treasurer for 1867 are \$27,600; estimated expenditures, \$96,555. The decrease of the voting population from 1864 to 1866 was over 2,000. The present population of Idaho is estimated at 17,000.

The Savannah News says that the Charleston and Savannah Railroad, sold some time since, under foreclosure of mortgage, has been delivered to the purchases, who have obtained a most liberal charter, under the style of the Savannah and Charleston Railroad, and we are informed will immediately commence the work of rebuilding the road.

The Sheboygan Times says that the Sheboygan and Fond du Lac Railroad Company are building a new pile-driver in that place, which they expect to have ready to commence piling the Sheboygan river at the western line of the county, some time next week. When that is done the track will be graded to Marshfield, in Fond du Lac county.

The people in several counties of West Florida are moving in the matter of a railroad from St. Andrew's Bay, via Marianna, to connect with the Atlantic and Gulf Railroad at Bainbridge.

The two street railroads of Scranton, Penn., are pushing their roads to completion and we think the time is not far distant when both lines will be in full operation.

**NEW YORK**  
**Belting and Packing Co.,**  
MANUFACTURERS OF  
**VULCANIZED RUBBER FABRICS,**  
Adapted to Mechanical Purposes.

**Patent Smooth Belting**, (Patented Nov. 22, 1859,) vulcanized between layers of a patent metallic alloy, by which the stretch is entirely taken out, the surface made perfectly smooth, and the substance thoroughly and evenly vulcanized. This is the only process that will make reliable Rubber Belting.

**Hose** never needs oiling, and warranted to stand any required pressure.

**Steam Packing** in every variety, and warranted to stand 360 degrees of heat.

**Solid Emery Vulcanite**.—Wheels made of this are solid, and resemble stone or iron; will wear out hundreds of the ordinary wheels.

Directions, Prices, etc., can be obtained by mail or otherwise.

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To Engineers and Railway Contractors.

**WANTED** by a gentleman of 35 years' practical experience in constructing Railways and Harbors, a situation as Engineer or Superintendent of Works in all detail; having conducted many important Railway and other Works in Europe and Canada, offers his services to gentlemen connected in such operations, where energy and competent knowledge is required. Good references given as to character, qualifications, &c., to Engineers of first-class standing. Letters addressed as under will receive attention. A. B. Weaver, Post Office, Frederick County, Maryland.

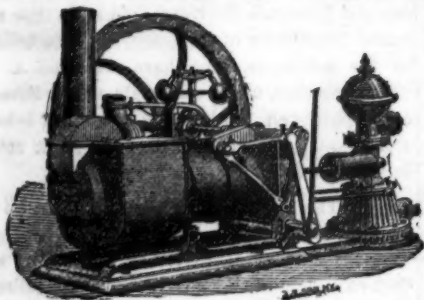
## Merchants Union Express COMPANY, GENERAL EXPRESS FORWARDERS AND COLLECTION AGENTS,

By Special Trains and Messengers, over Leading Railroad Lines, from the Atlantic Seaboard to the  
**WEST, NORTHWEST AND SOUTHWEST,**  
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FOR economy, durability, and efficiency unequalled. Have been in use on the Erie, Central, Hudson River, Harlem and other roads for eight years. Recommended by all Superintendents in the highest terms.

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70 and 71 West St., New York.  
Fall River Iron Works Company's  
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## AMERICAN STEEL RAILS.

The undersigned are now ready to Contract for the delivery of rails made of Bessemer or Pneumatic Steel, wholly American, and of the best quality.

**PENNSYLVANIA STEEL CO.,**  
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### RAILWAY ROLLING STOCK.

United States Patent, Dated 1866.

A new mode of retaining and sustaining the tires of railway wheels. The property in this invention, which is largely adopted by Railway Companies in England, is for sale as regards the United States. Apply to JOHN GEDGE & SON, Patent Agents, 11 Wellington Street, Strand, London.

### SHIP FELT, CARPET FELT, BOILER FELT.

THE very superior Felt, manufactured by the Lowell Felting Mills, can now be furnished in quantities to suit purchasers, from the new and extensive mills now completed. Also, pipe, truss, upholstery and all other Felts. Apply to the branch office of the Company.

**EDW. F. DAVISON, 128 Pearl St.**

### FOR SALE,

A SET OF BOILER PLATE BENDING ROLLS, six feet long, suitable for bending iron No. 4 in thickness, and under.

**POOLE & HUNT,**  
Baltimore, Md.

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## RAILROAD TIES.

The undersigned are prepared to furnish Railroad Ties of Hackmatack, Cedar, Pine, Hemlock and Spruce in any quantity. Also every description of Northern and Southern Pine, Oak and Spruce for Railroad Cars, Bridges, &c., &c.

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**THE ATLANTIC BRIDGE WORKS,**  
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**POST, McCALLUM & CO.,**  
Bridge and Roof Builders,

Are prepared with all the necessary machinery and an experienced corps of assistants, to sink Hollow Piles and Cofferdams by the pneumatic process for the foundations of Bridges, Docks, Sea Walls, Light Houses, or other marine constructions.

By the use of new patented machinery they are able to perform work of this character with much greater rapidity than has been possible heretofore, and at reduced cost. Parties in the Western States may apply to Gen. Wm. S. Smith, care of Boomer, Boyington & Co., No. 14 Dearborn St., Chicago, Illinois.

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Orders from Railroad Companies, Manufacturers and others are respectfully solicited.

Pacific Mail Steamship Company's

THROUGH LINE TO  
**CALIFORNIA,**

And Carrying the U. S. Mail,

VIA PANAMA RAILROAD.

LEAVE PIER NO. 42 NORTH RIVER FOOT OF Canal Street, at 12 o'clock noon, as follows:

March 1.—**RISING STAR**, Capt. W. G. Furber, connecting with **GOLDEN CITY**, Capt. Watkins.

March 11.—**HENRY CHAUNCEY**, Capt. A. G. Gray, connecting with **MONTANA**, Capt. Sutton.

March 21.—**OCEAN QUEEN**, Capt. T. A. Harris, connecting with **CONSTITUTION**, Capt. Caverly.

All Departures touch at **ACAPULCO**; those of 1st and 21st connect at Panama with steamers for **SOUTH PACIFIC PORTS**, 1st and 11th for **CENTRAL AMERICAN PORTS**. Those of 1st touch at **MANZANILLO**.

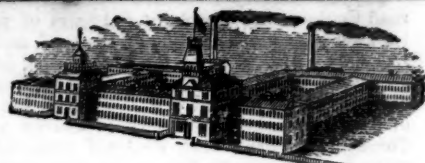
Departure of 11th each month connects with the new steam line from Panama to Australia and New Zealand.

Steamer of March 11, 1867, will connect with the Company's steamer **COLORADO**, to leave San Francisco for Yokohama and Hong Kong on April 3, 1867.

100 Pounds Baggage allowed each adult. Medicine and attendance free. For Passage Tickets and all further information apply at the office, on the wharf foot of Canal Street, North River, New York.

7m36

F. R. BABY, Agent.



## ENGINEERS AND CONDUCTORS' WATCHES.

THE AMERICAN WATCH COMPANY, of Waltham, Massachusetts, request us to publish the following letters, recently received, recommendatory of Waltham Watches for railway use. The Pennsylvania Railroad Company have for several years furnished to their employees watches specially made for them by the Waltham Company, and it is this class of watches the Superintendent, Mr. Williams, refers to. Similar watches (in strong silver or gold cases, with plate-glass crystals) we are prepared to supply, named and engraved to order; and of them, as being most suitable for the use of Engineers, Conductors, Station-Masters, of Expressmen and Messengers, the Company give the most ample guarantee. It is a remarkable fact that Railroad Companies using our watches suffer much less from collisions and similar accidents than any others.

Any of the grades of Waltham watches may be purchased of Watch Dealers generally throughout the country.

**ROBBINS & APPLETON,**  
182 Broadway, New York.

**ROBBINS, APPLETON & CO.,**  
158 Washington Street, Boston.

### PENNSYLVANIA RAILROAD CO.

OFFICE OF THE GENERAL SUPERINTENDENT,  
ALTOONA, Pa., 15th Dec., 1866.

GENTLEMEN,—The Watches manufactured by you have been in use on this Railroad for several years by our Enginemen, to whom we furnish watches as part of our equipment. There are now some three hundred of them carried on our line, and we consider them good and reliable timekeepers. Indeed, I have great satisfaction in saying your watches give us less trouble, and have worn and do wear much longer without repairs, than any watches we have ever had in use on this road. As you are aware, we formerly trusted to those of English manufacture, of acknowledged good reputation, but as a class they never kept time as correctly, nor have they done as good service as yours.

In these statements I am sustained by my predecessor, Mr. Lewis, whose experience extended over a series of years. Respectfully,

**EDWARD H. WILLIAMS,**  
General Superintendent,  
AMERICAN WATCH COMPANY, Waltham.

### NEW YORK CENTRAL RAILROAD.

LOCOMOTIVE DEPARTMENT, WEST DIVISION,  
ROCHESTER, Dec. 24, 1866.

GENTLEMEN,—I have no hesitation in saying that I believe the great majority of Locomotive Engineers have found by experience that Waltham Watches are the most satisfactory of any for their uses. They run with the greatest accuracy and steadiness, notwithstanding the rough riding of an engine, and as I have never known one to wear out, they must be durable. I hope to see the time when Railway Companies will generally adopt your watches, and furnish them to all Engineers and Conductors. In my opinion it would greatly tend to promote regularity and safety.

Yours respectfully,

**CHARLES WILSON, G. Chief Engineer,**  
Brotherhood of Locomotive Engineers.  
AMERICAN WATCH CO., Waltham, Mass.